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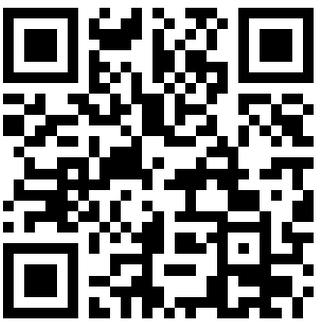

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COLLECTION

of

VIEWS of LAND

and of

PLANS of PORTS

in the

EAST-INDIES.

Publiſhed at the *Charge* of the EAST-INDIA COMPANY

by

ALEXANDER DALRYMPLE.

LONDON 1781.

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Jos: Banks

ADVERTISEMENT.

ANY of the *Plates* of the *Views* of *Land* or *Plans* with *Views* may be had separately at 1*s.* each; The other *Plans* at 6*d.* each.

BML

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8th October, 1781.

THE EAST-INDIA-COMPANY having on the 1st April 1779 determined to employ me in a Work very conducive to the perfection of Hydrography and having approved of my Labours in the ſucceeding year came to the following Reſolutions: UNANIMOUSLY

" At a COURT of DIRECTORS held on *Wedneſday* the 12th of *July* 1780.

" RESOLVED—That the appointment of Mr. *Alexander* " *Dalrymple* on the 1ſt April 1779 be continued and " confirmed, upon the following Terms and Conditi- " ons viz.

" That the annual Diſburſements for drawing, co- " pying, extracting, engraving and printing ſhall not " exceed £500 unleſs by ſpecial order; That the mode " of Expenditure be left to Mr. *Dalrymple*, but that " exact Accounts of all Monies, ſo to be diſburſed, be " delivered into the Court, half yearly

" That 100 Impreſſions of each Plate and 100 Copies " of all printed Inſtructions which ſhall at any time or " times be prepared by Mr. *Dalrymple* ſhall be deli- " vered to the Court of Directors for the uſe of the " Company before any Number of the ſaid Impreſſions " or Inſtructions ſhall be diſpoſed of to any other Perſon " or Perſons whatever.

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" That after delivering 100 Copies as aforesaid for " the use of the Company, the Plates and Publications " shall be the property of Mr. *Dalrymple*.

" That Mr. *Dalrymple* be paid £500 as a moderate " Compensation for the past year's Services, and that a " Warrant be made out for the same accordingly; and

" That while Mr. *Dalrymple* shall employ the like " Industry and Attention in the execution of this Plan, " the Sum of £500 each year will be a reasonable Com- " pensation for his Labour."

In execution of this Trust I have finished several *Plates* of which I am now to give an Account.

The Publication for 1779 consists of the following

VIEWS

1. PORTO SANTO, DESERTAS and CANARIES
2. Views on the *Coast* of BRAZIL from *Van Keulen*
3. CAPE GOOD HOPE
4. MOZAMBIQUE *Channel*
5. GUZURAT, SURAT, BOMBAY &c.
6. MALABAR *Coast* Plate 3.
7. Dº - - - - - 2.
8. Dº - - - - - 1.
9. MADRASS and CHOROMANDEL *Coast*
10. *Strait* MALACCA, Plate 1.
11. Dº - - - - - 2.
12. Dº - - - - - 3.
13. Dº - - - - - 4.
14. *Strait* SINKAPORE

and of the following

PLANS

	Scale Inch.	Plates.		
D pr.	0.8=1′	1	TABLE *Bay*	CAPE GOOD HOPE
E -	3.2 -	2	SIMON's *Bay*	
E -	1.6 -	3	EAGLE *Island*	*Almiranté* DON MASCARENHAS or MAHE' *Islands*
			BIRD *Island*	
E -	0.8	4	SEYCHELLES *Harbour*	
F pr.	1.6 -		*Inner Harbour*	
E -	0.8 -	5	PRASLIN *Island*	
P -	0.2	6	QUERIMBOO *Islands* in	12º 20′ S
E -	0.2 -		Dº - - -	11. 11

E 6.4

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	Scale Inch.	Plates.		
E	6.4=1′	7	YAMBO	*Red Sea*
E	1.6	8	TOR	*Red Sea*
E	0.8	9	SUEZ	*Red Sea*
E	0.4	10	*Harbour* in COCHIN-CHINA	
E	0.4	11	TIENPE in CHINA	
E	0.2	11	GELANG - HAINAN	
E	3.2	12	TYPA - CHINA	
	0.4	13	MALLOODO *Bay*	BORNEO
E	0.2	14	Pº GAYA &c.	BORNEO
E	0.2	15	BORNEO *Port*	BORNEO
E	0.4	16	LUBECK or BABEAN	JAVA
E	1.6	17	BALAMBOUANG *Bay*	JAVA
D	0.4 / 0.8 / 0.4	18	POTSIETAN / VLEERMUYS / TURTLE *Bays*	JAVA
D pr.	0.4	19	ROTTENEST *Iſland* off NEW-HOLLAND	
F	1.6 / 3.2	20	*Harbour* of GEBEY / *Baſon* - Dº	

The Publication of 1780 contains

PLANS.

F	1.6=1′	1	FERNANDO NORONHA	
Sw.	0.8	2	ASCENSION	
F	0.4	3	TRISTAN da CUNHA	
E	6.0	4	ST. MARY's MADAGASCAR	
P	0.2 / 0.4	5	MANCABALA / MOMBAS	*Eaſt Coaſt* of AFRICA
F	1.6	6	BRAVA	*Eaſt Coaſt* of AFRICA
E	0.8 / 0.4	7	MOCHA / HUDDADA	RED SEA.
E	0.2	8	*Bays* CHURBAR, GUADEL, *Aſtola* Iſland, ARUBAH	Sº COAST PERSIA
E	0.8	9	RAMISERAM, ADAM's *Bridge*	
E	0.4	10	MARTAVAN	
E	0.2	11	QUEDAH	
E	0.4	12	SAMBEELAN Iſlands	
E	0.8 / 3.2	13	Pº PISANG *Iſland* / Dº *Road*	W. COAST SUMATRA
E	0.2	14	Pº NAYAS	W. COAST SUMATRA

It is propoſed to publiſh a *compleat Collection* or *Series* of *Views* of *all* the *Lands*, from ENGLAND to the *moſt remote parts* of the EAST-INDIES: which will not only be very uſeful to Navigators, but comprehend ſuch a Deſcription

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ſcription of the external Form of the Globe as can no otherwiſe be had.

It would be very deſireable to have this *Series* regular and unbroken; but as no Nation has hitherto undertaken ſea-voyages for the improvement of Navigation and Hydrography, on a rational and comprehenſive Plan, we muſt be ſatisfied with the disjointed Scraps as they can be collected, and leave to a future Period the regular and perfect execution of this Deſcription.

Should the great Improvement which has been made in *Chronometers*, by Mr. *Arnold*, induce either this Country, or any liberal-minded Foreign Prince, to ſet on foot a Voyage for eſtabliſhing the Geographical Situations of all the remarkable Head-Lands in the World, It is to be hoped that a *connected Series* of *Views* would make a *principal* object of attention in that Voyage: In the preſent ſtate of *Chronometers* I may confidently ſay that more could be done in eſtabliſhing the *Longitudes* of *Places* in *three*, than could otherwiſe have been effected in *thirty years:* One of *Arnold's Pocket Chronometers* in my poſſeſſion in more than 50 days never altered its *daily rate* ſo much as 4 Seconds, comparing the day it went faſteſt with the day it went ſloweſt, which is leſs than *one mile* in Longitude and is nearer than *Time* can, by any means, be found at ſea. Were ſuch a Voyage on a liberal and comprehenſive Plan to be undertaken, I would readily take an active part in it, and again go to ſea; which ſcarcely any thing elſe would tempt me to do.

The *Views* of PORTO-SANTO, the DESERTAS, TENERIF &c. were taken, part of them by myſelf, and part of them under my direction, by *B. Henry*, ſince deceaſed; The *Plate* was originally done in *Aquatint* by Mr. *Begbie*, but as that mode does not admit a large impreſſion, the *Plate* has been ſince etched.

The BRAZIL *Views* are taken from *Van Keulen*; I have not met with any *Series* of MS. *Views* on this *Coaſt*.

The

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The CAPE *Views* in the *Grenville* were alſo partly by me, and partly, under my direction, by *B. Henry.*

I have inſerted *one line* in *this Plate* from *Mr. P. Begbie*, who has very obligingly communicated *many other Views* taken by him in different parts, which, though unfiniſhed ſketches, are executed in ſo maſterly a manner, that I cannot but lament they are not ſtill *more numerous:* HE has returned to the *Eaſt-Indies* in the *Thames*, and has promiſed to omit no opportunity of adding to his valuable Collection.

Since the *Publication* of this *Plate*, I have received my *Papers* from INDIA, and amongſt them are ſome *other Views* of the CAPE *Lands* which I took when there in the *Grenville* 1775. Theſe will be inſerted hereafter in the ſame Plate.

The *Plate* 1. of the MOZAMBIQUE *Channel* contains a great variety of *Views* from different authorities: It is curious to compare the *Views* made of the *ſame Lands* by *different perſons* at a Century's diſtance in time.

I am ignorant by whom the *Views* on the *Coaſt* of GUZURAT are done; I am obliged to Mr. *William Herbert* for the MS from which they were copied; I find the ſame *Views* in other MSS in my poſſeſſion, but, I think, expreſſed with leſs preciſion.

The ſucceeding *four Lines*, containing *Views* of the *Lands*, from the *Vicinity* of *Surat* to *Baſſeen*, taken from a MS at the *Britiſh Muſeum*, will be very uſeful in explaining the *Bearings* of the *Lands* between BOMBAY and SURAT: The *exact reciprocal ſituations* of *which Places*, I am extremely ſolicitous to obtain, as I have begun a *Chart* of the MALABAR COAST, &c. from 17° to 23°N containing the *March* of *Col. Upton* to POONAH and the *Soundings* off the COAST: This *Chart* is at a ſtand for want of knowing the *exact ſituation* of SURAT or BROACH from BOMBAY; Could *that* be decided, Mr. *Skynner's* very curious *Chart* of the GULPH of CAMBAY, would immediately connect.

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There are no materials, at the *India-House*, to deſcribe The COAST of the CONTINENT *oppoſite* to BOMBAY. I have heard that the following *Plans* relative to that quarter were made, but *none* of *them* are at the *India-Houſe*; If they are in poſſeſſion of any private Perſon, The Communication will be thankfully acknowledged.

Surveys of the BROACH and JUMBASEER (*a*) *Pergunnahs* by Capt. *Turner* and Capt. *Lindrum*

D° — SURAT *Pergunnahs* by Capt. *Nicholſon*

D° — BOMBAY — Capt. *Mc. Neil*

D° — SALSET — Major *Spaeth*

I am obliged to *Lieut. Hunter* for the *View* of the *Entrance* of BOMBAY; The Engraver has not done Juſtice to the elegance of the Original.

The other *Views* are taken from an *old Journal* at the *India-Houſe*.

The *Plate* 3 of the MALABAR COAST contains a *variety* of *Views*, The 1ſt by my deceaſed Friend the Hon. *Thomas Howe* was formerly publiſhed on a *ſmaller ſcale* in the *Plan* of GOA *Harbour*. I am indebted to my Friend *Capt. Clements* for Mr. *Forbes's Views* in this and the other Plates; *Wilde's View* is at the *Britiſh Muſeum*: The *other Views* are taken from the *Original Journals* at the *India-Houſe*: Mr. *Barnes* is almoſt the only recent Example whoſe Public Journal contains *Views*.

MALABAR COAST Pl. 2 contains alſo a *Variety* of *Views*, ſome from *old Journals* and Drawings at the *India-Houſe*, ſome from MSS at the Britiſh Muſeum ſeveral by Mr. *Forbes*, and one from *Capt. Clements*.

(*a*) I am obliged to Henry Savage Eſq. for a *Map* of theſe *Pergunnahs* by Lieut. *Turner*; but it cannot be called a SURVEY and the name of Capt. *Lindrum* is not to it; perhaps a SURVEY may have been ſince made by thoſe *Officers* conjointly.

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The Pl. 1. of the MALABAR COAST contains several *Views* from *old Journals* at the *India-House*; a *View* of SACRIFICE ROCK communicated by Mr. *William Herbert* from whom also I received the *last View* in *this Plate*; The other *Views* of TELLICHERRY and MAHE', are copies from a *MS Journal* of *His Majesty's* ship *America*, purchased in consequence of an *advertisement* in the *News-Papers*. If any Persons are in possession of *other Views* or *Drawings* of *any part* of INDIA, which they are inclined to communicate, or to dispose of, a line to me at the *India-House* will be thankfully acknowledged.

The *Views* of Fort St. George were drawn by *B. Henry* on board the *Grenville*; *That* of *Fort St. David* by *Lieut. Peter Porter* who lived *beloved* and died *regretted* by all who knew him. One of the other *Views* is by *Capt. Sutton* and the other from the *British Museum*. I have since added a *View* from SADRASS to the SEVEN PAGODAS, from an *old Journal* at the *India-House* of the *Russel Frigot* 1695, By this *View* it would seem the PAGODA which is now *sunk* was then *standing*.

The 4 *Plates* of STRAIT MALACCA *Views* were very obligingly communicated by Capt. *Richard Peirce*; They form almost a compleat Series.

The SINKAPORE *Plate* contains a great *variety*. The *Views* from the *Rooke* are defective in *perspective*, but I thought it better to give them as they are, than make an arbitrary alteration; and that of *P.° Panjangh* particularly is too important to be omitted. The last line in *this Plate* is from Capt. *Joseph Cotton*, to whom I am to make my acknowledgement for a very valuable and numerous Collection of *Views* which he obligingly communicated.

Of the PLANS in the *Publication* of 1779.

TABLE BAY is reduced from a PLAN of *Van Keulen*.

SIMON'S BAY was laid down from my own Observations; the ⊢⊣ was very ill engraved, I directed it to be erased, but

but the Engraver forgot to inſert a new one in its Place; The intention of this *Plan* is to enable others to lay down the *Soundings* with *preciſion*, and for the more commodiouſly effecting this, I meant to have divided a Scale of *Tangents* in this Plate, as a *Specimen* of, what appears to me, the moſt convenient means of laying down Soundings. However I ſhall poſtpone this diſcuſſion for the preſent, as the Situation of Affairs precludes our Ships from entering SIMON's BAY.

The *Plans* of EAGLE *Iſland* and BIRD *Iſland* were taken from the MSS at the *India-Houſe*. I am obliged to Capt. *Allen* for the *Account* of *thoſe Iſlands*.

The *Harbour* of SEYCHELLES differs very conſiderably from a *French Plan* publiſhed by *Bellin* of theſe ISLANDS; The *French Plan* omits the *dangerous Shoal* which bars up great part of the *Eaſt Coaſt*, I ſhall not offer to decide whether this Omiſſion was from Ignorance or Deſign, but it is of moſt eſſential Importance. The *French* have now made a Settlement here; The *Eagle* one of the COMPANY's *Bombay Cruizers* viſited *It* in 1771 in whoſe Voyage the *Plan* was made; The *ſmall Plan* of the *Harbour* is taken from *Bellin*, Had the *Engliſh Officers* who made the *Plan*, been in poſſeſſion of *Bellin's Chart* it would have been of great uſe, as a *Shoal* is laid down in *That*, which is omitted in the *Engliſh*, I have marked *Its* Place with the Letter A, but the two *Plans* do not agree ſufficiently to denote this *Place* exactly.

The *Plan* of PRASLIN was made in the ſame Voyage, —Of this there is no *particular* Plan in *Bellin*.

The *Aſſemblage* of ISLANDS, of which theſe called SEYCHELLES and PRASLIN are the two principal, have been long known. The name the *Portugueſe Charts* give to all theſe ISLANDS is that of ALMIRANTE' DON MASCARENHAS. The *firſt* word, ALMIRANTE', has accidentally, from the *Place* it ſtood, been appropriated to *theſe Iſlands*, and MASCARENHAS to an ISLAND more to the North.

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North, the *Exiſtence* and *Poſition* of which has not been confirmed by recent *Obſervation*.

I ſhall aſſign the *Name* ALMIRANTE' to *all* the *Iſlands* between MADAGASCAR and the MALDIVE'S, and confine the *name* of MAHE' to SEYCHELLES, PRASLIN and the *other Iſlands* on that BANK.

Theſe ISLANDS were viſited by the *Engliſh* in 1609* who called them the DESOLATE ISLANDS becauſe there were not any *Inhabitants* upon *them*.

The French in 1742 ſitted out an Expedition to examine this quarter when the Name MAHE' was aſſigned to *theſe* ISLANDS in honour of *Monſr. Bourdonais de la Mahé* then Governor of MAURITIUS.

In 1756 M. *Morphey* was ſent thither from MAURITIUS and the *Plan* publiſhed by BELLIN was then made.

The ſame year they were ſeen by the *Orixa*, an *Engliſh Country Ship*, and I have been aſſured that Mr. *Scott* the Chief Mate of her, together with Mr. *Johnſton* Chief Mate of the *Prince George* another *Country Ship*, purchaſed at BOMBAY the *Veſſel* built out of the *wreck* of the *Dodington*, with intent to make a Voyage to examine theſe *Iſlands*, but the *Governor* of BOMBAY would not give them a *paſs*, by which this Expedition was unfortunately overſet; Mr. *Scott* was a good Draughtſ-

* Purchas Vol. I. P. 229. " Theſe *Iſlands* are (at the leaſt) ſome " 12 or 13 in number, and ought very diligently to be ſought of them " that travel hereafter, becauſe of the good refreſhing that is upon them. " *Water* is there in great abundance, alſo great ſtore of *Coconuts*, great " ſtore of *freſh fiſh*, and likewiſe ſtore of *Turtle Doves* which are ſo tame, " that one may take with his hand 20 dozen in a day: alſo great ſtore " of *Palmeto Trees*, ſo that theſe *Iſlands* ſeemed to us an earthly Para- " diſe." *Coverte* calls them Almaſaint, and mentions plenty of *Land Turtle* at the *firſt Iſland* they landed upon, but ſays that they did not find any *freſh water* on *that Iſland*, in his account of the other Productions he agrees with *Jones* whom *Purchas* quotes.

There is one *MS Journal* of *this Voyage* at the *India-Houſe*, and another at the *Britiſh Muſeum*; when I have an opportunity to collate them I ſhall give their contents; That at the *India-Houſe* does not appear to be what *Purchas* quotes tho' It mentions the ſame productions; They deſcryed the Iſlands the 19th and ⊕ 21ſt.

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man (and I think alſo Mr. *Johnſton* who gave me this information) we ſhould therefore probably have got a good *Deſcription* of theſe ISLANDS, had they been allowed to have carried their intention into effect.

In 1768 *Chevalier Grenier* again viſited theſe ISLANDS, and,

In 1770, I underſtand, the *French* ſettled there.

Theſe *Iſlands* are ſurrounded with a very extenſive *Bank* which muſt be of great advantage in ſupplying abundance of Fiſh, and the number of *ſmall Iſlands* in the neighbourhood will probably afford plenty of Turtle.

In the explanation to the *Plan* of SEYCHELLES the * denoting the *Place* of *Obſervation* on ST. ANN's *Iſland* was omitted and has been added ſince printing off the Plate.

I have begun, but have not compleated, a Chart of theſe ISLANDS, They have been ſeen at different Times by various *Engliſh Ships* particularly by the *Mary* 1694 whoſe Journal contains many *views* of them.

The *Plan* of QUERIMBOO is taken from a *Portugueſe* MS for which I am indebted to Capt. *Robert Holford*; The Mem^m^ from *Alex^r^ Sibbald* I received from my old Friend Capt. George Baker; The *other Plan*, of ſome of the QUERIMBOO *Iſlands* which lye to the *Northward*, is taken from Capt. *Kempthorne's Drawings* at the *Britiſh Muſeum*.

The *Plan* of YAMBO was engraved from a *Drawing* given to me by Mr. *Irwin* before his Book was publiſhed.

I am obliged to Sir *Edward Hughes* for the *Plans* of TOR and SUEZ by Mr. *George Trotter*; I have ſince received a more circumſtantial *Plan* of SUEZ made by Lieut. *Maſcall* in which are *ſeveral Shoals* omitted in Mr. *Trotter*'s Plan.

The *Sketch* of the *Harbour* in COCHIN CHINA is from my own *Obſervations* in 1760.

The

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The *Plan* of TIENPE' on the *Coaſt* of CHINA may be of great uſe to Ships who fall to *leeward* of MACAO, as it is much better to go *there* than to HAINAN; I am indebted to Capt. *Stainforth* for this *Plan.*

The other *Plan* on the ſame *Plate* I received from Capt. *Deane*, but it was made by Capt. *Haldane.*

Capt. Baker's *Plan* of the TYPA not comprehending the *Entrance*, nor MACAO, I ſhall hereafter publiſh a *Plate* more extenſive, from a *Plan* of Mr. *Bligh*, who was *Maſter* of the *Reſolution*, The *Board* of *Longitude* having very obligingly given me acceſs to that part of the *Voyage*, and Mr. *Bligh* as readily given me his aſſiſtance, but as I have many *Obſervations* of my own there, I think that I can with them and Mr. *Bligh*'s together, make a more compleat *Plan* than I have yet ſeen, which induces me to poſtpone the publication till I have leiſure to finiſh *this Plan.*

The *Plan* of MALLOODOO Bay on BORNEO is to be conſidered only as a *ſketch.*

I believe the *Chart* of the *NW Coaſt* of BORNEO about P? GAYA, and *That* of the *Port* and *River* of BORNEO are by Lieut. *Barton*, but of this I am not certain, They were originally on a *ſmaller Scale.*

For the *Plan* of LUBECK I am indebted to my Friend Capt. Skottowe, who added his own obſervations, in the *Royal George*, to the *Plan* made on board the *Oſterly.*

To *Him* I am alſo indebted for the *Plan* of BALLAMBOUANG *Bay* upon JAVA laid down from his own *Obſervations.*

The *Three Bays* on the *South Coaſt* of JAVA, I received from Capt. *Ronſteen*, Capt. of a *Swediſh Indiaman*, but I am ignorant when or by whom they were made: I have very lately received from Capt. *Ekeberg* in *Sweden*,

Plans

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Plans of the ſame *Places* which are ſomewhat different from thoſe in this *Plate*.

The *Plan* of ROTTENEST *Iſland* and the *View* of NEW HOLLAND are from *Van Keulen*.

I am indebted to my deceaſed Friend M. d'Aprés de Mannevillette for the *Plan* of GEBY: His *Memory* muſt be ever dear to all who navigate beyond the CAPE of *Good Hope*, and *his Merits* are too well known to require any *Eulogy*.

The *Longitude* ſaid to be obſerved at GEBY, I think I have very good reaſon to believe muſt be *erroneous*.

Of the PLANS in the *Publication* of 1780.

The Plan of FERNANDO NORONHA was taken in the laſt War on board a *French Indiaman* by Sir *Hugh Palliſer* to whom I am indebted for a copy of it. I have added ſome elucidation from a *printed Plan* publiſhed by *Buache*, I do not preſume to decide which is the *moſt exact*, but I have adopted it as a *general rule* to prefer in all *publications*, a *MS* to a *printed plan*, where I am ignorant of the merits of either. The *poſition* in *Latitude* and *Longitude* is from Mr. *Wales*.

The *Plan* of ASCENSION by Capt. *Ekeberg* I received from Capt. *Olbers* in the *Swediſh* Service; The *View* from Capt. *Chapman* in the *ſame* Service. The *Poſition* is from *Abbé de La Caille*.

I am indebted to M D'Aprés for the *Plan* of TRISTAN DA CUNHA.

ST. MARY'S near MADAGASCAR is from a Copy of a MS by Mr. BROHIER then an officer in a *Privateer*. The *View* was done by B. *Henry* with the *dry point*.

MANCABALA and MOMBAS, from *Portugueze MSS*, were received from Capt. *Holford*.

The

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The *Plan* of BRAVA I received from my friend Mr. *Ruſſel* but whether it was *made*, or only *copied*, by *Calmar*, he could not tell.

I take this opportunity to mention a *MS Account*, with ſome *Sketches*, of the *Eaſt Coaſt* of AFRICA, which was in poſſeſſion of the late *Taylor White*; all my enquiries after this MS have been fruitleſs; and I cannot even learn whether it does now exiſt: any information concerning it would be thankfully acknowledged.

I received the *Plans* of HUDDADA and MOCHA from my Friend Capt. *Clements*; The former was made by Capt. *Cowey*.

The *Bays* on the *S°. Coaſt* of PERSIA are from a MS ſent to me by my late Friend Com. *John Watſon*, whoſe *death* was a great *loſs* to the *Publick*, as his *Life* was *devoted* to *its Service*.

The *Chart* of one of the *Arches* of ADAM's BRIDGE or the *Ramiſeram Channel* is from the *Eaſt-India Company*'s Collection.

The *Plan* of MARTAVAN I found amongſt my *Charts* when they arrived from INDIA, it was *new* to me, and I can give no account of it.

The *Plan* of QUEDAH I received from Capt. *Aſbridge* in 1776, The *View* was taken by my Friend *Major Rennell* when he was with me in the *London* 1762.

The *Plan* of the SAMBEELAN *Iſlands* was alſo made by *Major Rennell* on our return from SOOLOO in 1763.

The Fame of Major *Rennell* is now made immortal by that *pre-eminent Work* of FOREIGN GEOGRAPHY, the BENGAL ATLAS publiſhed from *actual Surveys* made by Himſelf, or under his Direction, for the Eaſt-India Company.

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I am indebted to Capt. *Blanchard* for Capt. *Kirton's Survey* of the *Harbour*, as it is called, at P° PISANG.

The *Plan* of the ROAD, which bears the name of Capt. *Tyſon* 1763, I received from Mr. *Ruſſell*, There is a *copy* of this *Plan* at the *India-Houſe*, of a much earlier date, but it is there named RAT *Iſland*.

I am obliged to Mr. *Boddam* for the *Plan* of P° NAYAS; it is not exactly ſimilar to the *Fragment* formerly publiſhed, but it is ſo much *like it*, as to perſuade me that neither of them are very bad.

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List of PLANS of PORTS formerly published.

Plate.		
1	Bay St. Bras	S. Coaſt Africa
1	Moſſel Bay	D?
1	Algoa Bay	D?
1	Tollear View	Madagaſcar D?
1	Manumbagh	D?
1	Long Point	D?
1	Part of Mayotta View D?	Comoro Iſlands
1	Part of Comoro	D?
1	Mohila	D?
1	Johanna Bay View of Bay D? - Iſland	D?
1	Zanzebar	E. Coaſt Africa
1	Patta	D?
1	Socotra View of Tameren	Arabia Socotra
1	Kiſſeen	Arabia
1	Kiſmis Channel	Gulph of Perſia
1	Buſhier	D?
1	Karak View	D?
1	Crotchey	Coaſt of Scindy
1	Broach River	Gulph of Cambay
1	Surat River Choul	D? Malabar Coaſt
1	Gingerah, or DondaRajapore View	D?
1	Gariah	Malabar Coaſt
1	Melundy View	D?
1	Goa View	D?
1	Merjee	D?
1	Comptee	D?
1	Onore	D?
1	Cranganor Mud-Bank	D?

Plate.		
29		
1	King's Iſland	Maldivés
1	Batacaloe	Ceyloan
1	Arrackan River	Bay Bengal
1	Negrais	Ava
1	Perſaim River	D?
1	Syrian River	Pegu
1	Tavay River	Bay Bengal
1	P? Pinang	Strait Malacca
1	Romania Strait	E. Coaſt Malaya
1	Rydangh Harbour	D?
1	Turon	Cochin China
1	Tonqueen Bar	Tonqueen
1	Yulinkan	Hainan
1	Ypoloté	Palawan
1	Danawan	Balabac
1	Sandakan	Borneo
1	St. Maria Seebuguey	Mageendanao D?
1	Bongo Bay	D?
1	Surigao	D?
1	Panguyl	D?
1	Palapa	Samar
1	S. Jacinto View of D? D? - - Naranjos,	Ticao &c.
1	Sorſogon	Luzon
1	Naga Seeſceran	D? D?
1	Lampon	D?
1	Salomague Ports of Ylocos	D? D?
1	Calapan	Mindoro
1	Batangas Capa-Luan	Luzon D?
1	Zutphen or Hound's Iſlands	Strait Sunda
1	Lampoon Bay	D?
1	Mew Bay	D?
1	Keyſer's Bay View Keyſer's I.	D?
1	Pillimbing	W Ct. Sumatra

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Plate.		
61		
1	Bencoonat -	W Ct. Sumatra
1	Croëe - - -	Dº
1	Cawoor - -	Dº
1	Poolo Bay - -	Dº
1	Engaño Iſland -	Dº
	View Dº	
	Dº	
1	Engaño Bay -	Dº
1	S. E. Harbour	Poggy Iſlands
1	Strait Secockup	
1	Se Laubo Laubo	
1	Se Ooban -	Porah Iſland
1	Se Labba -	
1	Hurlock's Bay	
73		

Plate.		
73		
1	Hurlock's Bay and adjacent Ct.	Dº
1	Pº Nayas - -	W. Coaſt Sumatra
1	S. Leaga - -	Dº
1	Tappanooley -	Dº
1	Nattal - - - Views	Dº
1	Ayer Bongy -	Dº
1	Priaman - -	Dº
1	Padang Road -	Dº
1	Dº - Iſlands -	Dº
1	Indrapour - -	Dº
83	*Plans* of PORTS, &c.	

Charts and *Plates* of *Views* alſo formerly publiſhed.

Charts.

1 Southern *Atlantick* Ocean
1 *China Sea*
1 Part of *Borneo* and *Sooloo* Archipelago
1 *Balambangan* and Nº End *Borneo*
1 Sooloo Archipelago
1 Schooner *Cuddalore* Track along Wt. Coaſt of *Palawan*
1 *Lema* Iſlands and Coaſt of *China*
1 Coaſt of *China* near *Honghai*
1 Coaſt of *China* to Eaſtward of *Lemas*
1 SE Coaſt of *Hainan*
1 *Bay* of *Bengal*

Views.

1 *Views* of Poggy Iſlands & Porah
1 Sumatra *Views* - - -
1, 1, 1 Coaſt of *China* and *Lemas*.
1 Coaſt about *Honghai*, &c.
1 Hainan.
1 Wt Coaſt of *Palawan*.

BODL

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FALSE BAY. ANGLES for determining the *reciprocal Positions* of the LANDS around FALSE BAY at the CAPE of GOOD HOPE, and especially intended to assist in compleating a SURVEY of SIMON'S BAY. Taken in August and September 1775 by A with a small Brass *Hadley* made by *Bird*.

Stations		When
1	At *Flag-Staff* before The *Governor's House* in SIMON'S BAY - - - -	22d Aug. 5th & 12th Sept.
2	LION'S RUMP *Flag Staff* - - -	22d & 23d Aug. and 12th Sept.
3	ELSEY BAY *Point*	
4	FISH HOOK *Point*	
5	MUYSENBERG *Flag Staff* or *Half-way-House*	
6	On *Sand Down* at the *Head* of FALSE BAY - -	7th Sept.
7	At CONSTANTIA - - - - - -	5th Sept.
8	On *Hill* above SIMON'S BAY	

For SIMON'S BAY only.

9	At *Boatswain's House* - - - - - - -	23d Aug.
10	The *Crane* - - - - - - - -	23d Aug.
11	1st Pole } on *sandy Beach* under the SAND HILL	
12	2d Pole } BASE measured 1506 feet	

But the BASE was only measured with a *Log Line*, and therefore is not sufficiently correct to determine remote objects.

Station I. At FLAG STAFF before the *Governor's House* in SIMON'S BAY.

* *Flag-Staff* at LION'S RUMP E 28° 15′ S (Var. allowed 22° 30′ W) = E 5° 45′ S

L	1° 5′	*High Peak* within HANGLIP.
	2· 6	*Rocks* off 1st *Point*.
	3·30	LION'S RUMP *Point* or 2d *Point*.
	4·24	R. Ext. } NOAH'S-ARK.
	5· 0	*Cave* } NOAH'S-ARK.
	5·12	L. Ext. } NOAH'S-ARK.
	9· 6	Extr. of *Rocks* off LION'S RUMP *Point*.
	11·12	Extr. of *Breakers* do.
	14· 6	*Sunken Rock*.
	15· 9	*Scraggy Hummock* [* Boatswain's L 30° 8′]
	18·24	*Sharp Peak* or *Sugar-Loaf*.
	20· 0	*Round Hill*.
	22· 0	*Nob*.
	26·12	- - } ROMAN-ROCKS.
	28· 3	*Great Rock* } ROMAN-ROCKS.
	28·42	- - } ROMAN-ROCKS.
	29·50	SEAL *Island*.
	52·48	*Gap Peak* or SAXEMBERG.

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* *Flag-Staff* at LION'S RUMP.

L 74° 55′ MUYSENBERG *Flag Staff* †

75·18 { MUYSENBERG Point. / *Solitary* Rock. / *Round Rock* in BAY.

80·42 KALK BAY *Point.*

80·45 MUYSENBERG *Peak.*

83·36 FISH-HOOK *Point.*

85·48 *Stat.* 4, on Do.

86·48 ELSEY BAY *Point.*

87·30 *Stat.* 3, on Do.

90·40 *Rocky Point* to LEFT of Do.

95·45 *Rock Point* on this ſide ELSEY BAY *Point.*

97· 0 ſuppoſed *Pitch* of that *Point.*

105· 0 R. Ext. *Sandy Beach.*

105·24 { SCRAGGY HILL - - - (1. in *Plan* of SIMON'S BAY) / a Stone

119·30 FLAG-STAFF on HILL (2. do.)

248·30 *Peak* above *Garden Houſe* [* FLAG-STAFF on HILL L 129°]

R 0·24 1ſt *Point* and *rocks* near.

2·45

14·59 *Pyramid* above the *Door* of *Boatſwain's Houſe.*

20·42 *Chimney* of *Butcher's Houſe.*

30·28 CRANE.

36·18 *Umpherſtan's* Punch Houſe.

46·57 *Stat.* 8, on *Rock* at PEAK above *Garden Houſe.*

[* Muyſenberg Peak‡ R 127° 42′]

48·15 *Gap* of that *Peak* - Do. - - - - 129· 0

145·29 Hoſpital. [* Boatſwain's - R 130° 30]

Station 2. At LION'S-RUMP *Flag-Staff.*

* *Boatſwain's Houſe.*

R 5° 12′ *Sandy Beach* viſible to L. of CRANE.

7·36 CRANE.

8·30 Mr. *Brand's Stables* and a *Point.*

10·48 *Hoſpital.*

11·10 Mr. *Brand's Houſe.*

12· 3 *Cap Rock.*

12·50 Stat. 1. FLAG-STAFF before the *Governor's Houſe.*

(A in *Plan* of SIMON'S BAY)

14· 0 *Boatſwain's Point* or *Church-yard Point* qu?

14·42 R. Ext. *Sandy Beach* near *Solitary Rock.*

15·36 *Solitary Rock.*

21·30 *Round Rock* in *Bay.*

23·12 L. Ext. *Long ſandy Beach.*

25· 0 *Dane's Rock* (4. in *Plan* of SIMON'S BAY)

28·12 *Publick Houſe* near SAND HILL.

40·40 SAND HILL or *White Streak* (3. in do.)

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† In the Angles of 5th Sept. This is marked 75° 12′

‡ In one Copy * is ſaid to be MUYSENBERG *Peak*, in another MUYSENBERG *Flag-Staff*, ſo that theſe *two Angles* are doubtful; I cannot find the original Paper on which the *Angles* were written.

46·24

BCL

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FALSE BAY.

* *Boatſwain's Houſe.*

R 46° 24′ *Hill* to L. of *Flag-Staff* on *Hill.*
48·15 FLAG-STAFF on HILL - (2. in *Plan* of SIMON's BAY)
49·30 R. Ext. *Long Sandy Beach.*
50·12 *Sand* } on *Hill Sides*
55·15 *Sand* }
56·48 SCRAGGY HILL - - (1. in do.)
59·42 *Rocky Point*
68·48 Next *Rocks* on *Shoar* } *Sandy Beach* between
71·18
72·24
77·24 *Rocky Point.*
78·12 ELSEY BAY Point.
79·18 Extr. of *Rocks.*
82· 0 R. Ext. *Sandy Beach* ELSEY BAY.
87· 0 *Stat.* 4 at FISH HOOK *Point.*
91·25 FISH HOOK *Point* * 2d.
93·12 Beginning *Sandy Beach* of FISH HOOK BAY.
99· 5 { 3d *Point.* / LION's RUMP *Point.*
100· 6 KALK BAY *Point.*
103·50 MUYSENBERG *Peak.*
108·54 *Half-way-Houſe*, qu. *Houſe* for *Cavalry.*
109·20 *Stat.* 5. MUYSENBERG *Flag-Staff* * 3d †
141·55
144·45 { Great *Rock*, and *Rocks* off LION's RUMP *Pt.* } ROMAN ROCKS { [* 2d R 50° 30′] / 53·20 / 55· 0 }
146·25
159·10 *Low Sandy Point* - - - - [* 3d R 49·50]
159·50 SEAL *Iſland* - - - - - - - 50·30
169·56 *Nob* - - - - - - - - 60·36
172·28 *Round Hill* - - - - - - - 63· 8
173·50 *Sugar Loaf* - - - - - - - 64·30
179· 1
180·14 *Cave* } NOAH's ARK - - { [* 2d R 87·36] / [* 3d R 70·54] / [* 2d R 90· 6]
181·31
185·37 *Rocks* off *Green-Rock* Point - - - - 94·12
191·40 *Peak* of *High Land* - - - [* 3d R 82·20]
201·55 *Green Rock* - - - - - [* 2d R 110·30]
214·12 HANGLIP - - - - - [* 4th L 21·48]
214·50 *Small Houſe* with *white Chimney* - [* 3d R 105·30]
New Flagman's Ho. (214·48 - - [* 4th L 21·12]
219·40 *Small Houſe*, *Old Flagman's Ho.* - - [* 2d R 128·15]
230·48 *Rock* on *Brow* of *Hill* - - - [* 4th L 5·12]
236· 0 *Buſh* on *Brow* of *Hill* * 4th [* Boatſwain's L 124· 0]

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† On 12th Sept. this *Angle* 109° 20′ was meaſured 109° 24′
And on 12th Sept. alſo the following *Angles* were different.

159° 50′	SEAL *Iſland*	* 4th L	75° 50′	-	160° 10′
169·56	*Nob* - - -		65·48	-	170·12
172·28	*Round Hill* - -		63·18	-	172·42
173·50	*Sugar Loaf* - -		61·48	-	174·12
191·40	*Peak* of *High Land* -		44· 0	-	192· 0

Which I attribute to the *Objects* not being in an *Horizontal Line* with the *Buſh* on the *Brow* of the *Hill* or * 4th. However the Objects carried round the Circle only meaſured 359° 40′.

Station

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Station 3. On Elsey Bay *Point.*

Vide *View* line 6.

* Old *Flagman's Houſe.*
R 4° 12′ *Garden-Houſe*, top juſt appearing.
6·12 New *Flagman's-Houſe.*
10·50 Lion's-Rump *Flag Staff.*
25·42 *Boatſwain's.*
29· 0 *Butcher's* Chimney.
34·30 Crane.
37·24 Mr. *Brand's Stables.*
38· 0 D° – – *Houſe.*
38· 6 *Solitary Rock.*
38·26 Flag Staff.
39·20 *Doctor's Houſe.*
40· 6 *Hoſpital.*
41·30 *Munick's Houſe.*
42·18 *Sandy Beach.*
43·18 *Dane's Rock.*
44·18 *Rock* off Rocky Point.
47·50 *Publick Houſe* near *Sand-Hill.*
49· 6 Rocky Point.
52· 6 Rocky Point at extremity of *Sandy Beach.*
71·42 *Scraggy Hill* – – – (1 in *Plan* of Simon's Bay.)
81· 0 *Flag Staff* on Hill – – (2 d°)
L 2· 0 *White Rocky Point* by the *Garden Houſe.*
4·25 / 5·12 } Noah's Ark, *Cave* near R. Ext.
27·24 Roman Rock.
29·24 Hanglip *Point.*
29·54 Hanglip *Peak.*
51·20 *Peak* of *High Land.*
69·20 *Sugar Loaf.*
70·54 *Round Hill.*
73·18 *Nob.*
74·15 Seal *Iſland.*
81·50 *Sandy* Point.
106· 0 *Gap* Peak or Saxemberg.
123·42 Muysenberg *Point.*
123·54 D° – *Flag Staff.*
130·48 Fish-Hook *Point.*

Station 4. On Fish-Hook *Point*

* *Boatſwain's* Houſe.
L 10° 54′ Lion's Rump *Flag Staff.*
15· 6 New *Flagman's Houſe* and Lion's Rump *Point.*
18·45 *Garden Houſe.*
21·45 Old *Flagman's-Houſe.*
23·24 *Cave* / 24· 0 L. Ext. } Noah's Ark.
25·24 *Hummock Point.*

26° 15′ *Gik*

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FALSE BAY.

* *Boatſwain's Houſe.*

L 26° 15′ *Gilt Kiſt.*
28· 0 *Breakers.*
39· 0 R. Ext.
39·30 Great *Rock* } ROMAN ROCKS.
40·18 L. Ext.
58·54 HANGLIP *Point.* Vide *View* line 9.
59·54 D° – *Peak* * 2d.
60·42
61·45
62·54 D° – L. Ext.
63·42 *Point* within HANGLIP.
64·36 *Peak.*
66·24
66·54 *Rocky Hummock.*
67·10
68·36
74· 6
76·24
80·54 *Peak* of *High Land.*
99·12 *Sugar-Loaf.*
100·48 *Round Land.* / SEAL *Iſland.*
111· 0 *Scraggy Hummock.*
137·19 *Gap Peak* or SAXEMBERG. [*2d. L 77·25]
R 2·18 *Butcher's* Chimney.
3·30 *Umpherſtan's Punch Houſe.*
8·54 Mr. *Brand's Houſe.*
9·12 FLAG STAFF.
10·24 *Hoſpital.*
12· 5 ELSEY BAY Point and / *Point* between.
15·42 *Publick Houſe* near *Sand-Hill.*

Station 5. At MUYSENBERG *Flag Staff* or *Flag Staff* at *Half-Way-Houſe.*

Vide *View* line 9.

* *Boatſwain's* Houſe.

L 4° 30′ LION'S RUMP FLAG STAFF and / MUYSENBERG *Point.*
6·48 New *Flagman's-Houſe.*
11· 6 *Garden-Houſe.*
18·45 *Peak* above it.
22·15 *White rocky Point* by the *Garden-Houſe.*
22·30 *Outer Hummock* near CAPE *2d.
23·48 CAPE GOOD HOPE.
67· 0 HANGLIP Point – – – – [*2d L 44° 30′]
67·26 D° – Peak *3d. – – – – 44·56
68·55 – – – – – – – – – 46·25
69·42 – – – – – – – – – 47·12
70·42 HANGLIP L. Ext. – – – – – 48·12
71·13 *Point* within Hanglip – – – – 48·43
72·15 *Peak* – – – – – – – 49·45
73·36 *Rocky Hummock* – – – – – 51· 6
74·48

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* *Boatſwain's Houſe.*

74°48′ – – – – – – – [* 2d. L 52°18′]
75·35 – – – – – – – – 53· 5
76·24 – – – – – – – – 53·54
78·18 – – – – – – – – 55·48
81·45 – – – – – – – – 59·15
84· 6 – – – – – – – – 61·36
86·36 *Peak* of *High Land* – – – – – 66· 6
92·18 { SEAL Iſland / *Peak* on the MAIN } – – – – 69·48
109· 0 *Sugar-Loaf* – – – – – – 86·30
110·48 *Round Land* – – – – – – 88·18
121· 0 *Scraggy Hummock* – – – – – 98·30]
151·44 *Gap Peak* or SAXEMBERG – – – [*3d. L 84·18]
R 0·56 *Butcher's* Chimney
1·24 *Umpherſton's Punch Houſe.*
3·54 *Mr. Brand's Houſe.*
4· 6 FLAG STAFF.
4·36 *Hoſpital.*
6·50 *Publick Houſe* near *Sand Hill.*

Station 6. On *Sand-Down* at the *Head* of FALSE BAY.

Vide *View* line 7.

* HANGLIP *Peak* and SEAL *Iſland.*
R 1° 6′ R. Ext. SEAL *Iſland.*
47·45 CAPE GOOD HOPE.
49·24 1ſt *Hummock.*
52·24 2d *Do.*
56·12 *Bluff Point* of *Hummock* miſtaken for CAPE.
56·54 *Hummock* miſtaken for CAPE.
57·54 *Point.*
72·12 *Garden Houſe.*
80·30 *Boatſwain's* Houſe.
82·54 Mr. *Brand's* Houſe.
83·24 *Hoſpital.*
93·15 { FISH HOOK *Point* and / *Gap* of *Hill.* }
100·26 *Fiſh Houſe.*
112·56 MUYSENBERG *Flag-Staff* and *Stable.*
118·12 *Half-way-Houſe.*
115·18 *Houſe* for *Cavalry.*
122·14 MUYSENBERG *Peak.*
L 0·54 L. Ext. SEAL *Iſland.* Vide *View* line 7.
4·30
6·15
8·15
9· 6
9·36
11· 0
12·30
17·42
22·50 *Peak* of *High Land.*
27·18 Like a Point.
46·42 *Sugar Loaf* * 2d

48°45′

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FALSE BAY.

* HANGLIP *Peak* and SEAL *Island.*

L 48°45′ *Round Hill.*
51·36 *Nob.*
52·20 *Low Point.*
60·10 *Hump.*
168· 0 Devil's Peak * 3d [* 2d L 121°18′] 121·18
111·18 [* 3d L 111·18
46·42 *Boatswain's*]
80·30
359·48

Station 7. At CONSTANTIA.

Vide *View* line 11.

* HANGLIP *Peak.*
R 0°15′ HANGLIP *Point.*
14·12 Point on this side MUYSENBERG *Peak.*
19·30 MUYSENBERG *Peak.*
L 1·18
2·12
2·50
3·40
5· 0
6· 6 R. Ext.
6·42 *Highest Part* } SEAL *Island.*
7·18 L. Ext.
6·24
6·42
7·18
9·30
17·18 *Peak* of *High Land.*
35·42 *Sugar Loaf.*
37·30 *Round Hill.*
39·30 *Nob.*
43·24 *Point.*
43·54
44·30
49· 6
52·36
58·10
62·18
62·18
63· 0
63·48
121· 6 DEVIL'S *Berg.*

Station 8. On HILL above SIMON'S BAY.

Vide *View* line 11.

* HANGLIP.

R 0·30 HANGLIP *Point.*
3·12 R. Ext. *Low Sandy Point.*
3·48 *Breakers.*
55·30 *Rocky Hill* towards CAPE GOOD HOPE *3d.
L 1· 8
2·24
2·54
3·36 4°25′

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* HANGLIP.

4°.25 *Point* within HANGLIP.
5. 0 *Point* d° visible from this side.
5.24 *Little Hummock* near *Point*.
6.45
7.42
8.36 *Hummock Hill*.
9.36 *Sharp Peak* and R. Ext. *Sandy Beach*.
10.18 *Point*.
12.30
17.40
20. 6 R. Ext. *Sandy Beach*.
22.20 *Peak* of *High Land*.
23. 0 *Gap* D° and L. Ext. *Sandy Beach*.
23.36 Qu. *Shoal*.
23.48 Like a Point.
24.54 Point.
30.20 Like a Point.
39.36 *Sugar-Loaf*.
41. 0 *Round Hill*.
43.20 *Nob*.
46.50
51.38 Hummock
53. 6 Boats on *Grenville's* ⊕
54. 6, 54.50, 55.48 SEAL *Island*.
61.40 R. Ext., 62.38 *Cave* NOAH'S ARK.
72.25 Ext. of *Breakers*, 73.18, 73.40 Great *Rock* ROMAN ROCKS.
105.50 MUYSENBERG *Peak*†.
116. 0 DEVIL'S *Mount* *2d.

*2d. DEVIL'S *Mount*.

L 1.40
2. 6, 7.18 TABLE LAND.
16.42
17.24
20.30
23. 6
23.25 SUGAR-LOAF.
24. 0 *Flag Staff* on *Hill* (2. in *Plan* of SIMON'S BAY.)
28.12 The *Sea*.
28.42
30. 0
30.42
30.54 The *Sea*.
34. 0 *Point*.
34.15 SAND HILL.
34.24 *Point*.
35.36 *Rocks* off *it*.

---

† MUYSENBERG *Peak* was R 10°.6′ from DEVIL'S *Mount* = 105°.54′ only 4′ different.

* 2d DEVIL'S *Mount*.

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FALSE BAY.

* 2d. DEVIL's *Mount.*

L 39° 0′ Like *Breakers* ſeeming to be off HOUT BAY.
77·12 *Laſt Hummock* on back of SIMON's BAY *4th
91· 0 *Beach* on *Wt. ſide* at a *litle Point.*
*3d *Rocky Hill.*
R 111· 8 *Laſt Hummock* *4th
L 22·20 *Peak* towards CAPE.
36·20 *Near Peak—broken Rocks* like a *Wall* between us and it.
*5th SEAL *Iſland.*
L 45· 6 R. Ext. *Lagune.*
45·50 MUYSENBERG *Point.* - - - - - 55° 30′
45·54 Do. *Flag Staff* Station 5. - - - - 111· 8
52·54 KALK BAY *Point.* - - - - - 77·12
60·48 *Station* 4 on FISH HOOK *Point.* - - - 116· 0
359·50

For SIMON's BAY *only.*

Station 9. At *Boatſwain's* Houſe.

* FISH HOOK *Point.*
L 8· 6 ELSEY BAY *Point.*
47·46 SAND HILL (3 in *Plan* of SIMON's BAY.)
53· 0 Small Rock.
55· 0 *Publick Houſe* near *Sand Hill.*
55·24 *Round Rock* in BAY.
56·24 *Dane's Rock,* which is a high Rock on the *Beach.*
57·36 *Shingley Point.*
60·36 *Scraggy gap'd rock* off *Butcher's.*
61·48 *Cap rock.*
66·54 *Munich's* Chimney.
67·25 *Solitary* Rock.
73·10 FLAG STAFF Station 1.
76·20 *Mr. Brand's Houſe.*
78·54 *Hoſpital.*
80·45 CRANE.
82·48 *Butcher's Rock,* on the ſhoar.
91· 6 *Butcher's* Chimney.
R 12·20 MUYSENBERG *Point.*
18·54 *Church Yard Point.*
54·42 ROMAN ROCK - - - - [*2d. L 25° 6′]
64·18 *Rocks* off LION's-RUMP *Point.*
73· 0 LION's RUMP *Point.*
79·48 Do. - *Flag Staff* * 2d.
81·36 *Bottom* of BAY.

Station 10. At CRANE.

* FLAG STAFF *Station* 1.
R 7·30 *Munich's* Chimney.
15· 6 *Solitary* Rock.
16·48 *Publick Houſe* near *Sand Hill.*
17·42 SAND HILL. - - (3 in *Plan* of SIMON's BAY.)

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* FLAG-STAFF *Station* 1.

21°24′ *Shingley* Point.
28· 0 Small Rock.
36· 6 *Round Rock* in BAY.
57·12 ELSEY BAY *Point.*
63·12 FISH HOOK *Point* *2d.
72· 5 *Grenville's Buoy.*
72·54 MUYSENBERG *Point.*
106·36 *Outermoſt* of *near Rocks.*
114·18 R. Ext. or *Cap Rock.*
117·48 ROMAN ROCK.
121·30 2d. Rocks.
125·42 *Outermoſt* of *Butcher's Rocks*, ſmall ſcraggy gap rock.
129·52 Extr. of *Rocks* off *Boatſwain's Point* [*2d. R. 66°40′
138·18 *Boatſwain's Point* and LION'S-RUMP *Point* - - - - - 75· 6
143·54 LION'S RUMP *Flag Staff* - - - - 80·42
156·42 *Boatſwain's* Houſe - - - - - - 93·30
158·42 *Butcher's Rock*, on the *ſhoar.* - - - - 95·30
162·42 *Butcher's* Chimney in one with *Corner* of BAY cloſe to the *Butcher's* - - 99·30]

Station 11 and 12. At *1ſt and 2d Pole* on *Sandy Beach* under the SAND-HILL.

At 1ſt *Pole.*		At 2d *Pole.*	
	* FLAG-STAFF *Station* 1.		
L 3°30′	*Solitary Rock* - - -	L 10°45′	
6·10	*Shingley* Point - - -	36·42	
7·18	CRANE - - -	13·50	
9·12	*Rock* - - - - -	116·20	
10·36	*Umſiherſtan's Punch Houſe*	16·24	
12·25	*Round Rock* in BAY - -	43·25	*Sandy Beach* a little to left.
15·40	*Butcher's Rock* - - -	25·45	
16·45	*Butcher's Chimney* - - -	26·30	
17· 0	*Cap Rock* - - - -	31·20	
18·10 25·50	*Sandy Beach*		
22·18	*Boatſwain's* Houſe. -	33·18	
26·50	*Great Rock Point* - - -	41·18	
*2d 41·54	LION'S-RUMP *Flag-Staff* -	52·48	
42·48	HANGLIP.		
44·36	LION'S-RUMP Point -	56· 6	
50·24	Extreme of *Rocks* - about	61·30	
52·42 53· 0 53·30	*Cave* } NOAH'S ARK -	60·42 61· 6 61·30	
53·40	*Rock*, dry at *low water* - -	64· 5	
77·26	ROMAN ROCK - - -	85· 8	* 2d
91· 0	SEAL *Iſland* - - - -	90·45	
140· 0	Extr. of ELSEY BAY *Point.* [*2d. L 98° 6′]		
141· 6	ELSEY BAY *Point Station* and Extreme in ſight of FISH HOOK. [* 2d. L 99°12′]		

142·34

FALSE BAY. At 1ſt *Pole.* At 2d *Pole.*

* FLAG-STAFF *Station* 1.

142° 24′ 2d *Rocky Point* - - - 149·48 [*2dL64° 40′]
[*2d. L 100° 30′]

143·19 { Ext. of *Rocks* off 1ſt *Rocky Point* and R. Ext. *Sandy Beach.*
[*2d. L 101° 25′]

144·39 1ſt *Rocky Point* [*2d. L 102° 45′] 154·33 [69·25
153·54 *Stone* at end of *Sandy Beach* [*2d. L 112°] 164·20 79·12
R 0·44 2d *Pole* - - 1ſt *Pole* 177·53 92·45
2·42 *Dane's* Rock - - - 187·28 102·20]
4·55 *Munick's* Houſe.
6· 6 *Doctor's* Houſe.
7· 6 *Hoſpital.*

Station where *Signal Flag* is to be placed.

* LION'S RUMP *Flag-Staff* and *Peak* of *High Land.*

L 27° 30 { ROMAN ROCK and Breakers off SEAL *Iſland.*
29· 5 { SEAL *Iſland* and *Scraggy Hummock.*
83· 0 { FISH HOOK *Point* and L. Ext. *Round Rock.*
R 14·25 *Boatſwain's.*
29· 0 CRANE.
36·45 *Umpherſton's Punch Houſe.*
89·50 Mr. *Brand's* Houſe.

Bearings taken aboard the *Grenville.*

19th Aug. A. M. Vide *View* line 8.

* *Rock* off CAPE GOOD HOPE E 24° S Var. alld. E 1° 30′ S

L 0° 48′ *Outer Hummock.*
2·24 *Inner Hummock.*
5· 6 Land on E. Side FALSE BAY - Alt. 0° 30′
9·54 *Peak* - do.
12·24 *Higheſt Land* do. - - - Alt. 0·50
13·48 *Hummock* miſtaken for CAPE GOOD HOPE Alt. 0·36
20·36
34·18
37· 0 / 37·40 } *Very Diſtant Land.*
49·30 / 52· 6 } *Point* making like an *Iſland.*
56·40 *Point* qu. S° Point *Hout Bay.*
58· 6 *Peak.*
60· 5 / 63·24 } TABLE LAND - - - - Alt. 1· 5
62·54 *Point*, qu. N° Point *Hout Bay.*
68·54 L. Extr.

Noon

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August 19th. Noon Lat. O. FALSE BAY.

A. M. { * L. Ext. of LION'S RUMP and *Point* of TABLE } 34° 22′ S

nearly in one shut in

E 33° 0′ N Var. allowed - - E 33° 20′ N Var. allowed

N 34·30 E - - - - - N 34·10 E

L 1° 35′ *Distant Point* L. Ext. *High Land* L 1·30

R 6·10 { N° Point *Chapman's Chance* or *Hout Bay* - } R 5·50

9·55 S° Do. - - - - - 9·15

15·40 *Bluff Point* - - - - 15· 0

20·22 White Point, L. Extr.

21· 1 Do. - R. Extr. or *Breakers.*

50·39 { *Hummock* mistaken for CAPE GOOD HOPE.

59·23 *Inner Hummock* - - - 60·36

60·35 *Outer Hummock* - - - 61·48

60·39 CAPE GOOD HOPE - - 62·24

61·16 *Reck* off CAPE - - - 62·28

August 20th. ⊙ set.

* L. Extreme - - N 21° E Var. allowed N 1° 30′ W

R 2° 18′ *Bluff Point* in one with a *Hummock.*

72·30 CAPE GOOD HOPE * 2d

86· 6 HANGLIP.

* 2d CAPE. Vide *View* line 10.

L 24·30 *Hummock* mistaken for CAPE.

7· 0 *Hummock.*

1·50 *Outer Hummock* and *Highest Part* of *distant Ridge.*

R 13·48 HANGLIP.

BELLOWS E 15° S Var. allowed E 7° 30′ N

A. M. *HANGLIP. SE¼S Var. allowed EbS¾S

R 105·54 CAPE GOOD HOPE.

L 162·18 1st *Point* or MUYSENBERG *Point.*

187·24 *White Streak* or SAND HILL in SIMON'S BAY.

---

20 faths. * NOAH'S ARK.

R 74·24 SEAL *Island.*

L 115·36 *Outer Hummock.*

---

* SEAL *Island.*

L 43· 0 1st *Point* or MUYSENBERG *Point.*

61·30 2d or FISH HOOK *Point.*

74·30 NOAH'S ARK * 2d

76·54 *Flag-Staff.*

* 2d NOAH'S ARK.

L 113·18 *Outer Hummock.*

* SEAL

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FALSE BAY. August 20th. * SEAL *Island.*

L 42·42 1st *Point* or MUYSENBERG *Point.*
61·36 2d.
74·55 NOAH'S ARK * 2d in one with *Hummock.*
78·20 *White Streak* or SAND HILL.
* 2d NOAH'S ARK.
L 78·24 *Hummock* mistaken for CAPE.
108·24 *Outer Hummock.*
111·42 CAPE GOOD HOPE * 3d
* 3d CAPE GOOD HOPE.
L 76·24 HANGLIP.

---

* SEAL *Island.*

L 40·36 1st *Point* or MUYSENBERG *Point.*
59·18 2d FISH HOOK *Point.*
73·12 NOAH'S ARK * 2d
75· 9 *White Streak* or SAND HILL.
* 2d NOAH'S ARK;
L 68·18 *Hummock* mistaken for CAPE.
98·18 Outer Hummock.
101·36 CAPE GOOD HOPE * 3d
* 3d CAPE GOOD HOPE.
L 81· 5 HANGLIP.

---

22 faths. *sand* * SEAL *Island.*

L 39·10 1st *Point* or MUYSENBERG *Point.*
57·20 2d FISH HOOK *Point.*
71· 0 NOAH'S ARK * 2d
72·12 *White Streak* or SAND HILL.
* 2d NOAH'S ARK.
L 63·24 *Hummock* mistaken for CAPE.
93·18 *Outer Hummock.*
96·36 CAPE GOOD HOPE * 3d
* 3d CAPE GOOD HOPE.
L 83·54 HANGLIP.

---

21 faths. *rocky* * SEAL ISLAND.

L 34° 20′ 1st *Point* or MUYSENBERG *Point.*
53·30 2d FISH HOOK *Point.*
65·12 NOAH'S ARK * 2d
* 2d NOAH'S ARK.
L 53·48 *Hummock* mistaken for CAPE.
82·30 *Outer Hummock.*
85·18 CAPE GOOD HOPE * 3d
* 3d CAPE GOOD HOPE.
L 89·15 HANGLIP.

D Noon

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August 20th. Noon Lat. O 34° 15′ S FALSE BAY.

* HANGLIP S 35° E Variation allowed S 57° 30′ E

R 89· 6 CAPE GOOD HOPE.
92° 12′ *Outer Hummock.*
98·36 *Sharp Hummock*, innermoſt of 2 *Hummocks.*
120·48 *Hummock* miſtaken for CAPE.
L 90·48 *Gap Peak*, diſtant, called SAXEMBERG * 2d
* 2d *Saxemberg.*
L 29·55 SEAL *Iſland.*
54· 6 1ſt *Point* or MUYSENBERG *Point.*
76·30 2d FISH HOOK *Point.*
[NOAH'S ARK NW = WNW about 4 miles.]

H. M.
21ſt Auguſt. 2 30 PM. 21 faths.

* HANGLIP.
R 77·18 CAPE GOOD HOPE.
79·54 *Outer Hummock.*
86·24 *Next Hummock.*
106·12 *Hummock* miſtaken for CAPE.
L 88·12 *Gap Peak* or SAXEMBERG * 2d
99·30 SEAL *Iſland.*
* 2d *Gap Peak.*
L 62·54 1ſt *Point* or MUYSENBERG *Point.*

To find ⊕ in 10 faths. before the Cable was cut.

* ROMAN ROCK. W. Var. allowed WSW

L 18·45 *White Houſe*, qu. *Munich*
26·30 *Houſes* in *Valley.*
40·30 NOAH'S ARK.
40·48 { L. Ext. NOAH'S ARK. R. Ext *Green Patch.* *Small Houſe.*
64·54 *Garden Houſe.*

⊕

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FALSE BAY. ⊕ 7½ faths. in SIMON'S BAY.

* LION'S RUMP *Flag-Staff.*
L 22·12 *Cave* NOAH'S ARK.
56·12 ROMAN ROCK.
R 39· 6 *Boatswain's.*
80· 0 *Flag-Staff.*

Vide *View* line 3.

Alt.

19th September about 5 P. M. * *Peak* above SIMON'S BAY 1° 24′ N 22° W. Var. alld. N 44° 30′ W

L 4· 6 L. Ext. that *Ridge* 1·30
10·15 *Peak* - - - 0·54
16· 0 *Hummock* mistaken for CAPE GOOD HOPE 1· 0
31·54 *Inner* } *Hummock* 0·50
34· 0 *Outer* } 0·50
35· 0 CAPE GOOD HOPE.
36· 0 *Peak.*
36·18 L. Ext.
R 8· 0 FISH HOOK *Point.*
16· 0 MUYSENBERG *Point.*
23·24 DEVIL'S *Mount* - 1· 0 ☞ Comps N° Var. alld. N 22° 30′ W
81· 6 Point.
107·20 *Rocky Hummock.*
127·54 HANGLIP.

Noon Lat. O. 34° 48′ S

* HANGLIP *Peak.*
R 2·30 *Peak* of *High Land.*
L 28·45 DEVIL'S *Mount.*
36·25 *Peak* above *Garden House.*
39· 0 *Hummock* mistaken for CAPE.
40·20 *Outer Hummock.*
41·10 *Hummock.*
41·30 Extreme.

8th Septr.

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8th Septr. At *Tea-House* on GREEN POINT. Vide *View* line 9. FALSE BAY.

* *Nob* on PENGUIN *Island* 81° 28′ from ⊙ neareſt Limb.

L	5·21	L. Ext.	PENGUIN ISLAND.
R	4·30	R. Ext.	
	11·10		
	17· 6		
	22·20		
	25·40		
	38· 6		
	40·45		
	41·48		

The

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FALSE BAY. The ingenious Dr. *Lind* lately returned in the *Atlas* has favoured me with the following *Observations* made by *Him* at FALSE BAY in 1779.

Station 1. At *Old* FLAGMAN'S HOUSE† below the *Garden House*.

Aug. 11th.

Alt. ⊙ lower limb	40° 14′ 0″
Error of *Quadt.*	+ 2. 0
	40. 16. 0
Refraction -	1. 7
	40. 14. 53
⊙ - -	+ 15. 51
	40. 30. 44
Declination	15. 17. 56
Co. Lat. -	55. 48. 40
Lat. O. -	34. 11. 20

* *Hill* at the *Water-fall* above SIMON'S *Town*.
R 15° 3½′ *Sand River*.
20. 29½ *Peak*.
20. 45½ FLAG-STAFF on HILL.
21. 23 LION'S-RUMP *Point*.
46. 29 L. Extreme of *Hill* above ELSEY BAY.
52. 19½ *Top* of *Rock* above ELSEY BAY.
56. 19 ELSEY BAY *Point* * 2d
* 2d ELSEY BAY *Point*.
R 3. 43 } NOAH'S ARK.
7. 13 }
20. 33 *Station* 2d Half-way House. * 3d
24. 18½ *Hill*.
26. 18½ ROMAN ROCK.
33. 27½ *Hill*.
* 3d *Station* 2d
R 107. 17 HANGLIP *Point*.
112. 30 R. Ext. in sight.

Aug. 14th

STATION 2. At *Door* of *Half-way-House*.

* *Point* within HANGLIP.
R 5° 37′ HANGLIP Point * 3d
48. 59½ CAPE GOOD HOPE * 2d
51. 25 *Rocky Point*.
* 2d CAPE GOOD HOPE.
2. 29 *Rocky Point*.
12. 7 STATION 1. At *Old Flagman's House*.
12. 38 *Garden-House*.
23. 43 *Boatswain's*.
25. 10 *Umsherstan's Punch House*.

---

† I find by Dr. *Lind* that there is a *misnomer* of the *Old* and *New Flagman's House* in the *Plan* of SIMON'S BAY; the innermost being *Old* Flagman's and the outermost *New* Flagman's.

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* 3d HANGLIP *Point.*

L 5·44½ *Inner Point.*
8·24 *Hill.*
9·15 *Hill.*
11·10 *Hill.*
25· 8½ SEAL *Island.*
21·30 *High Peak.*
58·34 *Bottom* of BAY.

STATION 3. On the E. Ext. of FISH HOOK *Point.*

* HANGLIP *Point.*

R 25° 25′ ROMAN *Rock.*
34·28 *Rocky Point.*
40·28½ STATION 1. At *Old Flagman's House* * 2d.
42·57¼ *Garden-House.*
47· 8½ *Small Garden-House.*
L 93·54 *Half-way-House.*
40·57 SEAL *Island.*
51·27 NE Bite of BAY.

* 2d STATION 1. At *Old Flagman's House.*

R 2·24 *Garden-House.*
6·37 *Small Garden-House.*
20·36½ *Boatswain's.*
23·47½ *Umpherstan's Punch House.*
26·13½ } Storehouses.
28· 9 }
29·10½ *Governor's* House.
30· 9 Hospital.
31· 6½ *Munick's.*
33·17 Small House.
34·58 { Punch House under SAND HILL.
Rocky Point.
41·29 Nearest *Rocky Point.*

Ship *Atlas* at ⊣⊢. Aug. 28th.

* ROMAN *Rock.*

R 42° 6′ NOAH'S ARK.
54·33 LION'S RUMP *Point* * 2d
63·41 *Boatswain's.*
10·12 *Umpherstan's.*
L 62·55 *Half-way House* * 3d

* 2d

FALSE BAY.

* 2d LION'S RUMP *Point.*

R 86·40, 91·58 } Storehouſes.

94·20 Mr. *Brand's* Houſe.

96·22 *Governor's* Houſe.

105·51 *Munick's.*

114·43

* 3d *Half-way Houſe.*

L 16· 2 FISH-HOOK *Point.*

31·55 ELSEY BAY *Point.*

The moſt important matter in entering FALSE BAY is to know the exact ſituation of the ANVIL ROCK.

Notwithſtanding the *Cæſar* ſtruck upon it in 1745, ſince then the French Ship *Mergé*, and recently the *Colebrooke* on 24th Auguſt 1778, which Ship was loſt from that unfortunate accident, yet *Doubts* ſtill ſubſiſt concerning the *exact* ſituation of this ROCK.

In a matter of ſo much conſequence, too much caution cannot be uſed in diſcuſſing the authorities for placing IT, and ſince they are not conſonant together, a *Doubt* may ſtill remain.

In 1775 when I was at SIMON'S BAY I intended to have gone upon the *Hills* towards the CAPE GOOD HOPE, to have endeavoured to have got ſight of the ANVIL from thence, but unluckily I was prevented by the weather. This however is the method moſt likely to be concluſive as the *colour* of the *water* from an *elevation* diſtinctly points out whereever there is a *Shoal* in thoſe Seas.

The Cæſar's Log-Book at the India-Houſe takes no notice of the *Rock*; the only Journal of this Ship remaining there is likewiſe ſilent, but next day it ſays "The Ship continues to make the ſame water ſince the "*accident*," without having mentioned *that accident*.

A private

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A private Journal of the *Chief Mate* communi- FALSE BAY.
cated to me by my friend Capt. *Moffat* mentions this *Rock* but does not determine its situation exactly; the following is an extract of the Journal.

" 25th Feb. 1745.

H.	Wind	Course	K. F.
5½	SE	N	3· 4
6	SbE	WNW	4· 0
7	SEbS	SWbS	3· 5
8	–	EbN½N	3·
9	–	–	1· 0 ⊕ 33 *white sand.*

At 4 PM CAPE FALSO *East.*
N° most Land NbE 7 leags. 36 fath^s. *coarse sand.*
Soon after 4 the *Fog* clearing somewhat saw *High Land* bearing N which we take for BONA ESPERANZA, stood in for it, when we saw a *High Table* WNW.
Bore away round to the *Westward*, still *very foggy*, we had then 36 fath. *coarse sand.*
At 6. Observed a *High Bluff Point*, having a very remarkable *Rock* upon the descent of the *Bluff*, (The *Rock* much like a *Tower* or *Chimney*) likewise a small *Round Rock* or *Island* at 2 miles from the *Point* bearing W.

" Finding we were embayed hauled close upon a wind
" SWbS, thinking to weather the aforementioned *Rock*
" being at 4 miles distance from us on our Beam, had
" we not been taken up with a *Shoal* or *sunken Rock* upon
" which we struck twice; Backed off but still kept grazing,
" At which time saw a *Ledge* of *Rocks* bearing SWbW at
" 6 miles stretching from *another Point. (a)* After we
" tacked stood to the Eastward and came to ⊕ in 33
" fath^s. *fine white sand* and *shells*."

The report I received in 1775 of the *Mergé* is equally indecisive, viz.

" That in the passage from EUROPE to MAURITIUS
" having got sight of the CAPE GOOD HOPE, and
" the Season not permitting them to refresh there, they
" stood on for FALSE BAY with a *Northerly* wind,

(a) This *Point* I suppose is CAPE GOOD HOPE and the *Ledge* of *Rocks* the BELLOWS

" they

FALSE BAY. "they ſtood EbN on the larboard tack, They had "doubled the BELLOWS *Rock* about a league at moſt to "the Eaſtward, when they ſtruck on a ROCK, about 14 feet "under water from their ſtriking, the Veſſel drawing 16 or "17 feet; It appeared, from the dammage they received, "that the ROCK was not above 5 feet in extent at the "top, in the ſhape of a Diamond. They loſt 14 feet "of their Falſe Keel the Veſſel going 6 Knots at "the time of the accident, they mounted upon the "ROCK and went quite over it. The Sails being laid "a back [les voilles caplant ſur le Mat] they got off, "This critical ſituation laſted ¾ of a minute."

The following is the Account given in the *Colebrooke's* Journal.

"24th Augſt. 1778. At little after 10 AM.

BELLOWS and the low Pt. of C. FALSO EbS½S
Pitch of C. BONA - - - E¼N 6 ms.

"At 10½

BELLOWS and W Pt. C. BONA N½E about 2 ms. from former 30 f.

"Hauled to Eaſtward to open FALSE BAY.

"At ½ paſt 11 having juſt before braced up ſharp "and hauld our wind, ſtruck upon a *Rock* unſeen from "maſthead or Deck; the ſhip being hove up in the wind, "laid all aback immediately and got her off; wore ſhort "round and filled again.

"The *Gatton* not being two ſhips length diſtant from "us, haild her on our ſtriking, on which ſhe wore ſhort "round and eſcaped the danger.

"The ſhip ſtruck a very little while on the *Rock* "and did not loſe her way more than if ſhe had been

" in ſtays; after ſhe was off ſaw the *water diſcoloured* FALSE BAY;
" over the place where ſhe had ſtruck on, but not more
" than 5 or 6 feet diameter; the *Aſia* and *Royal Ad-*
" *miral* being aſtern, fired a gun and hoiſted the Enſign
" downwards, but the latter kept her wind* and paſſed a
" mile to windward of us, ſounded the Pumps and
" found fifteen inches, as ſoon as we had ſtruck, mand
" Pumps as faſt as poſſible, but had 3 feet water before
" they were all properly at work. Haild the *Gatton*
" for aſſiſtance, and had a Boat from her, two Boats came
" off from the *Aſia*, brought to for them and took out
" a few hands, it blowing freſh from NW.

" As ſoon as the ſhip was off the ROCK

		Var. allᵈ.
" The *inner* Point of CAPE BONA	NNW about 4 miles	NW
" BELLOWS - - -	WbN or W 4 or 5 miles	WbS or WSW

" Theſe Bearings muſt not be looked upon as abſolutely
" exact, as there is no ſaying how far the ſhock the
" Ship received might have affected the compaſs, and
" as ſhe was wearing faſt round when they were taken,
" had ground 30 fathˢ.

" About ¼ paſt noon

" C. *Bona* -	W½S
" C. *Falſo* -	SE¾E
" TABLE MOUNTAIN	N¼W abt. 3 leagˢ. from the *Weſtern* ſhoar."

Notwithſtanding theſe Bearings, Capt. *Huddart* of the *Royal Admiral* who was in company with the *Colebrooke* when ſhe ſtruck, maintains that it is in a very different ſituation; that is, about E inſtead of SE from CAPE GOOD HOPE.

---

* Wind NWbN

He

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FALSE BAY. He assured me that on altering the ground and shoaling his water, after setting the two *Southern Points* of the CAPE shut in, he went to look at the *Chart*, to see if any thing was laid down in that situation; that, on his return upon deck, the Officer of the Watch took notice of the Colebrooke acting strangely, not knowing of the accident; and that he is confident the *Southern Points* of the CAPE *Land* are *shut in*, before You come to this ROCK.

Capt. *Fraser* of the *Earl Mansfield* saw the *Breakers* his Bearings are

		Var. allᵈ.
" ANVIL *Rock* in one with the E *Point* " of the CAPE - -	N 32° 30′ W	N 55° W
" BELLOWS - - - -	WbN½N	W 5· S
" HANGLIP, or CAPE FALSO -	S 71·40 E	E 4· N
" *Extreme* without - - -	S 65· 0 E	S 88· E

Mr. *Bligh*, Master of the *Resolution*, who passed within ½ a mile of the ROCK, says it lyes SE 2′ from the CAPE; in his *Chart* he places it about ESE from the CAPE, so that the above Bearings SE must be ℔ Compass, the Variation being 2 Points, will make it ESE.

Capt. *Huddart's* situation seems to agree best with the Account of the *Cæsar* but differs entirely from Capt. *Fraser's* and Mr. *Bligh's*. This may give ground to suspect that there are *more* than *one sunken Rock* in this Quarter.

SHOAL of *Breakers* seen by a *Dutch Ship* at ✠ in FALSE BAY.

From the SHOAL { NOAH'S ARK - WbS½S 15 / HANGLIP - - SE½S 17 / CAPE GOOD HOPE SWbS 13 } English Miles.

The

The *Sea* was ſeen to *break* on *It* only *once* in two or three hours, there was 8 fath^s where the Sea broke and 22 cloſe by. FALSE BAY.

This Account was given by the *Chief Mate* of the *Dutch* Ship to the *Chief Mate* of the *Oſterly* then lying in SIMON'S BAY. *(a)*

Ship *Horſenden* Capt. *Jameſon.*

25th May, 1772.

At ¼ paſt 11 PM the ſhip received a *ſhock* under her forward; judge ſhe took the Ground, hove the lead found the leaſt water 10 fath^s the next caſt 13 and then no ground with the hand line. The *Bearings* of the *Land* as follow.

The *Entrance* of SIMON'S BAY	NWbN
Cape FALSO - - -	SEbS
The *Hill* on the *Land* which makes the *Entrance* of SIMON'S BAY - - -	WNW diſt. from the *North Shore* about 5 miles.

Much doubt whether it was a *Shoal* or *Grampus.*

(a) There are ſome circumſtances in this Account which want explanation.

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ALMIRANTE *Islands.*

IN 1771 The *Eagle*, one of *The Company's* Bombay-Cruizers, under the command of Lieut. *Charles Lewis*, was dispatched to examine the ALMIRANTE' *Islands*; He sailed from BOMBAY the 11th June; Took his departure from KENNERY the 12th. Saw CEYLOAN the 21st. And saw no more *Land* till the 21st July, when he descried The *Easternmost* of the MAHE' *Islands*; named by the *French, Isle aux Frigates.* He continued amongst these *Islands* till the 4th August.

" Friday 26th July 1771. Remarks on the " Island PRASLIN.

PRASLIN. " It is a *high mountainous Island covered* with *trees*, " The French have their *Flag Staff* erected on a rock; " it is a *Bamboo* to which has been hoisted a *flag*, but I " imagine it has been blown away, as the remains of it " lay about the *rock:* They have the *arms* of the *French* " *King* cut out on a sheet of lead, and set in a small " place built of Brick and Lime in token of possession, " dated 1768; There are no *huts*, or sign of any Inha- " bitants on it, nor have They left any other marks but " the *Flag Staff* and *Arms.*

" PRASLIN seems to be quite a *barren rocky Island*, " and the *wood* on *It*, of so *heavy* a *nature*, that I be- " lieve it is of little value more than for *Firewood.*

" There are great plenty of *Coconuts* here, and *Land-* " *Tortoises* or *Turpins*, which are very plenty and good, " and indeed These were the only refreshments we met " with at this *Island.*

" The *Harbour* of PRASLIN, seems to be a very good " one, being sheltered from all winds, *It* having *Islands* " all around *It;* the *ground* seems to *hold well*, as we " had many squalls while we were there, and rode only " by $\frac{1}{3}$ of a Cable.

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" The beſt *watering-place* we found to be on the PRASLIN.
" *Iſland* CURIEUSE, as it is cloſe to the *beach*, where
" boats may land with great ſafety, it being *ſteep to*
" and *very ſmooth*; *It* ſeems to be a *ſtanding pond* of
" *water* like a *Tank*, and I believe was *rain water*, as
" there was not the leaſt appearance of any *Spring* near
" it, But ſhould this place at any time be dry, we found
" another, a *Stream* of *running water*, on the *north end*
" of the *Iſland* PRASLIN, where *water* may always be
" had, but this place is ill ſituated for Boats to land, as
" there is a large *ſurf* on the *ſhoar* and the *ground rocky*.
" —the *Tides* riſe as near as I can judge about 5 or 6
" feet in the *Harbour*, but the *ſetting* very *uncertain*, as
" we rode head to wind while we lay there.

" Lat. O. - - - - - -	4° 19′ S	
" Longitude by the Aſtronomical Obſervations taken at the *watering-place* on the *Iſland* CURIEUSE by Lieut. *Thomas*	55·47	E of London.
" Var. & Az. - - - -	9·30	W

" *High Water*, FULL and CHANGE, about 5 o'clock in
" the *Harbour*. *

" The *Iſland* CURIEUSE is much the ſame as PRASLIN,
" relative to its produce and ſoil, but there are many
" *valleys* on *It*, which abound with *Coconuts*—the *Timber*
" ſeems to be much the ſame as on PRASLIN."

" *Remarks* on ST. ANN's *Iſland* and *That* of " SEYCHELLES.

SEYCHELLES.

" The *Iſland* ST. ANN is *ſmall* but *not ſo mountainous* ST. ANN I.
" as SEYCHELLES or PRASLIN, the French have ſhifted

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* A Chart of theſe *Iſlands* which Capt. *Clements* received from Lieut. *Thomas* makes the *Variation* in *Praſlin Harbour* 10° 7′ W; Time of *High Water* 5 H 10 M and riſing of the *Tide* 7 feet.

" their

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SEYCHELLES. " their flag from *thence* hither, and have ſettled on *It*,
" They have built ſeveral hutts, and cleared moſt part
" of the *Iſland*, on which they have planted *Indian-Corn*,
" *Rice, Tobacco, Coffee, Cotton* and *vegetables of all kinds*,
" which ſeem to grow very well; the *Corn* and *Tobacco*
" they had in great plenty, altho' they told us they had
" only been 11 months on the *Iſland*.

" There is great plenty of *good timber* of different
" ſorts, many of which I believe would anſwer for
" *maſts*, &c. for ſhipping; *Roſewood* likewiſe grows in
" great plenty, and of a *fine colour* and *ſmell*, and great
" quantity of *Coconuts* and plenty of *good water*.

" The Gentlemen told us they only ſettled on ST.
" ANNS, untill the arrival of their ſhips from MAURI-
" TIUS and MADAGASCAR, which they expected every
" day, with people, and that they then intend ſettling
" on SEYCHELLES, but this ſeemed very improbable to
" me, as ST. ANN is much the beſt of theſe *Iſlands* for
" a ſettlement.

" The *Iſland* of SEYCHELLES is *high* and *mountainous*
" and computed 24 leagues round, there are many *fine*
" *valleys*, and the Earth ſeems to be rich and good, and
" the *Iſland* is covered with *trees*, a great many would
" anſwer for *maſts* and *yards* for Shipping, as they are
" large and very ſtreight, indeed I believe the *Timber*
" on this *Iſland* would anſwer either for *Houſes* or *Ship-*
" *ping*. Great quantities of *Roſe-wood*, and *Coconuts* in
" great abundance.

" There is plenty of *wild Goats*, *Land-Tortoiſe*, *Gui-*
" *nea Fowl*; and in the *Harbour* abundance of *fine fiſh*.

" The *Harbour* of SEYCHELLES is well ſhelterd from
" the SE wind, by the *Iſlands* ST. ANN and LONGUE,
" but

" but is rather an *open road*, *(a)* when the winds are SEYCHELLES.
" from the N.° or NW, but the ground ſeems to hold
" well;

" The *Tide* riſes about 6 feet and ſets about SSW
" *High Water*, FULL and CHANGE, H 5 M 30

Lat.	- - - - - - -	4° 35′ S
Long. by Aſtronomical Obſervation	-	55·35 E from London
Var. ℔ Az.	- - - - - -	0·10 W

" by which I believe our Compaſs is erroneous.

" Gentlemen's names on ST. ANN

" Monsr. D'Laundy Governr. a Major in the King's
" ſervice.
" M. Anſolmee ſecond
" M. Durieux
" M. Bernard Doctor

" Theſe 4 Gentlemen, with 9 Europeans and about
" 12 Coffres, were all the people we could diſcover on
" this *Iſland*, ſaw no woman amongſt them.

" They readily ſupplied us with *wood* and *water* and
" every *refreſhment* the *Iſland* produced, they ſeemed
" very anxious about their Veſſel's not being arrived
" from the MAURITIUS, they told us there were four
" families of diſtinction coming to ſettle at SEYCHELLES,
" and that they expected people from EUROPE, to in-
" ſpect the produce of theſe ISLES, as they hoped to
" find *Gums* and *Drugs*.

" They likewiſe told us they had two ſhips in ſearch
" of ſome other *Iſlands* to the NE of SEYCHELLES,
" and that they had been out about 5 months, but
" could not inform us whether they had diſcovered any,
" as they were to proceed to the MAURITIUS."

(a) This is only the ROAD he deſcribes; the HARBOUR is on the *Coaſt* of SEYCHELLES made by *Shoals*; vide *Bellin's Plan*.

" 5th

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EAGLE *Iſland.* " 5th Aug. At $8\frac{1}{2}^{H}$ AM ſaw *Land* bearing WbS a " *low ſandy beach.*

" At 10^{H}.

" The *Body* of the *Iſland* - - - N 82° 15′ W

" Saw a *Reef* of *very high Breakers* off the *Iſland* { N 10 · 0 W / W 6·30 S

" At 11^{H}. On ſhoaling our water to $12\frac{1}{2}$ ⊕ and " hoiſted out our boats, which we ſent ſounding round " the *Iſland* to ſee if there was good *anchorage* to *lee-* " *ward* of *It.* The Boat returned and informed us " there was good water all round the *Iſland.*

" Pleaſant Breezes with ſhowers of rain; Winds SSE. " Lat. O 5° 12′ S.

" 6th. Pleaſant Breezes and clear, winds SSE.

" At 4^{H} PM weighed, and ran under the *lee* of the " *Iſland.*

" At 5^{H} PM ⊕ in 7 *coral rock and ſand,* ſoundings " regular from 12 and 15 to 7.

" At ⊕ The Extrs of the *Iſland* { E 22° 14′ S / S 26 15 E } abt 1 mile diſt.

The *Breakers* off the *Eaſt* End of the *Iſland* fr. N 76° E to *Southernmoſt End* South

" AM. Lieut[s] *Thomas* and *Robinſon* employed ſur- " veying.

" This *Iſland* we call EAGLE *Iſland,* as we imagine " it has not been diſcovered by any one before this, *It* " is a *low ſandy Iſland,* covered with *ſmall low trees,* " moſt of which are quite decayed with age; *It* is about " *three miles* round, and nothing to be ſeen on *It,* but " *Sea-Lyons* and *Sea-Fowl,* which are in great plenty: " There is no *freſh-water,* that we could diſcover, or " any kind of Produce on *It,* ſo that I think this *Iſland*

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" ſhould be avoided by all Shipping, as no refreſhments EAGLE *Iſland.*
" can be had at *It*, and *It* being almoſt ſurrounded with
" *danger*; The *Breakers* off the NE End of this *Iſland*
" run very high and has a terrible appearance; from
" the place we ⊕ firſt we ſaw them extend about 6
" leagues, but the *Breakers* to the NNW of the *Iſland*
" run mountains-high, They extend as near as we could
" judge 5 or 6 leagues but perhaps farther, as we
" thought it too dangerous for the Veſſel to go near
" them, and our Boats could not diſcover it more than
" about 6 leagues.

" This *Iſland* is ſituated WSW of the SEYCHELLES
" 110 miles;

Its Latitude about - - - -	5° 10′ S	
Long. by our run - - - -	53·52 E	
Long by the Aſtronomical Obſervations	55·47 E	from London
Variation ♈ Azimuth - - -	11·13 W	

" *Tide* ſet about NNW, riſes about 9 feet; *High*
" *Water* FULL and CHANGE about ½ paſt 3 o'Clock.

" 7th Freſh gales and clear, wind SE. Lieuts *Thomas*
" and *Robinſon* with boats ſurveying.

" 8th. Pleaſant breezes and fair; At H 7 AM being done
" ſurveying weighed and ſtood to the SW, deepened our
" water to 20; ſhoaled to 7. Tacked toward the
" *Iſland*, again deepened to 13. Tacked to the SW and
" ſent our Boats a-head Shoaled to 8. Stood on,
" deepened to 12 and 15.

" At H 11 AM deepened our water all at once, *no*
" *ground* 50. The *Iſland* then bearing *Eaſt* diſt. about
" 4 leagues, we ſteering WbS.

" At Noon Lat. O. 5° 11′ S." *

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* This *Iſland* appears to be the *ſame* ſeen by the *French* in *November* 1771 and called by them I. *Remire*.

" 12th

BIRD *Iſland.* " 12th Aug. Freſh breezes and fair; At $^{H}9$ AM ſaw " a *low ſandy Island* ESE 2 or 3 leagues, *Soundings* " 24 *ſand and ſhells,* Steering EbS *Soundings* from 7, " 10, 5½ *ſand and rocks.*

" At ½ paſt 9 AM ⊕ in 5½, veered out ⅓ Cable and " brought up in 15 *ſand* and *rocks.*

" At ⊕ The Extremes of the *Iſland* - { S 60° 30′ E / 17 15
A ſmall *ridge* of *Breakers* off the *Eaſt* Point E 15 0 S
A ſmall *ridge* of *Breakers* off the *So. Point* S 17 0 E

" Off the *Island* about 3 miles; Theſe *Ridges* of " *Breakers* extend but a little way off each end of the " *Island.*

" This *Island* is a *low ſpot* of *ſand* covered with a " *green heath* or *ſhrub,* and quite a *rock* in many places " in the middle; There is nothing on it but *Birds,* " which are innumerable, and *Sea-Lyons,* which are " plenty on the beach, They are much like *Seals* in Eu- " rope. This *Island* is about *four* miles round, and it " is ſituated by our account from SEYCHELLES in " 54° 44′ E of London.

Long. by the Aſtronomical Obſervations - -	54° 40′
Lat. - - - - - -	3·40 S
Variation - - - -	10·45 W

" The *Tide* riſes 6 or 7 feet and ſets about NbE *High* " *Water,* FULL and CHANGE, about ½ paſt 10 o'Clock.

13th Strong gales and clear, wind SSE Lieut^{s} *Thomas* " and *Robinſon* ſurveying: as there is no ſigns of any " People being on this *Island* before, we have given *It* " the name of BIRD *Island.*

" 14th. ^{H}Pleaſant breezes and fair; being done ſurvey- " ing At 7 AM weighed and ſtood to the *Eaſtward,* on " heaving up the Lead, had *no ſoundings* the ſecond caſt, " ſo that the *Bank* lays to the *Weſtward* of this *Island,* I " believe about 4 or 5 leagues.

" At

" At 9 AM* an *Island* juſt in ſight bearing SWbW BIRD *Iſland.*
" 2 or 3 leagues.

" At Noon Lat. O. 3° 35′ S *no Land* in ſight."

On the 21ſt having ſeen no more Land, he bore away for BOMBAY.

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* Quere. Whether this is BIRD *Iſland* or *another?* The Journal is not explicit.

BL

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Ship *Queen*, Capt. *George Stainforth*, 1775. *(a)*

In Lat. A. 19° 37′ N Long. 111° 33′ $\frac{\cdot}{100}$
24th Sept. Lat. O. 19·52 Long. 111·30 65 fath. black ſand.

25th H	Winds.	Courſe.	Diſt.	Soundings.
1·3	NEbE	NbW	13·5	- - - 55 coarſe grey ſand.
3½·	- -	- -	2·0	
4·	- -	NNW	1·5	- - - 53 do. with ſmall ſtones.
5·6	ENE	N½W	9·0	- - - 48 ouze and ſand.
7·8	NEbE	NbW	8·7	- - - 45 ſand and ouze.
9·10	- -	- -	9·1	- - - 45 ditto.
11·12	ENE	N	8·7	- - - 40 ditto.
1·2	- -	N½W	8·6	- - - 32 ouze and mud.
3·	- -	N	4·5	
4·	- -	N½W	4·5	- - - 28 ditto.
5·	- -	- -	4·3	- - - 27
6·	- -	- -	4·2	- At 6 AM Saw the *land* bearing N,
7·	NE	NNW	5·2	At ½ paſt 6 The Extr. { NbW / NbE } abt. 9 leag.
8·	NEbN	NWbN	5·2	- - - 23 ſtiff mud.
9·	NEbE	NbW½W	5·3	- - - 18 do.
10·	- -	- -	5·0	- - - 16 do.
11·	- -	- -	4·3	- - - 16, 16, 16, 15 { At 10 AM a remarkable *chain* of *white rocks*, at the foot of an *Iſland* with a *white Pagoda* on the SW end of it - } WNW¼W 3 leagues.
12·	- -	SE½E	3·5	- - - 17

At Noon, Lat. O. 21° 20′ N

The Extr. of the *land* { NE / WNW }
The *Pagoda* - - NW diſt. from the neareſt land 3 leag.

Off the SW end of the *Iſland* that had a *white Pagoda* on the Top, there run out to the SW, an *Iſland* of *ſand* ſome ſaid it was the *Mandarins Cap*, but to me it had not the ſmalleſt reſemblance, the opinions were doubtful.

The BAY, to the *Eaſtward* of this *ſandy Island*, that is formed by *many Islands*, has a remarkable ſandy ſhoar,

(a) As Captn. *Stainforth* did not correct the *Declination* for the *difference* of *Meridians* I have added 7′ to all *his Latitudes*.

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Ship QUEEN.

and the water as we ſtood in was of a *dirty lime colour*, we had 15 fath^{s}. when we were two miles from a ſmall *irregular Island* that has ſeveral white patches on it.

26th Sept.

H.	Winds.	Courſe.	Diſt.	Fath.	
1·2	ENE	SE	7· 5	19	
3·	EbN	SEbS	3· 5	22	
4·	E	NbE½E	3· 5	20	
5·	– –	NNE	4· 2		
6·	EbS	NEbN	4· 2	20	At 6 PM. The body of the *Iſland* with a *white Pagoda* on it — NW¼W
7·	– –	– –	2· 5	16	The body of another *Iſland* — NNW Weſterly
8·	– –	NNE½E	5· 3	17	The E Pt. of *another* - — NbE½E
9·	– –	NNE	4· 3		No other land in ſight.
10·	E	SSE½E	3· 5	14¼	Saw ſeveral Fiſhing-boats to the W^{d}. they kept in pairs and ſometimes had their Sails hoiſted, and then lowered for ½ an hour.
11·	EbN	SE	3· 2	18	
12·	ENE	SE½E	3· 2	18	
1·	NEbE	ESE	3·	20	
2·	NE	ESE½S	3·	20	
3·	– –	– –	3· 3	21	
4· 5·	NEbE	SEbE	6· 7	24, 24	
6·	– –	– –	3· 2	25	
7·	– –	NbW	5·	23	
8·	– –	– –	5·	22	
9·	– –	– –	4· 5	21	
10·	– –	NbW½W	4·	19	
11·	– –	– –	4·	17	
12·	– –	– –	4·	15	At Noon, The Extr. of the *Iſland* - — ENE WbN
					The *Iſland* with a *white Building* — NW½N

Lat. O. 21° 20′ N.

At 1 PM came to ⊕ in 13 fath. *coarſe gravel and mud.* 27th.

The *white Pagoda* on the *Hill* - NW½W
The Body of the *Weſtmoſt Iſland* - W½N
The *Eaſternmoſt land* - - - NEbE
Some *white ſpots* on the *neareſt Iſland* which appear like houſes with incloſures — NbW½W — diſt. off ſhoar 3 or 4 leag.

Being unacquainted with this part of the *Coaſt*, ſtood out to ſea as ☿ yeſterday's log; the Wind blew freſh and favored on each tack, but at Noon found it was with difficulty we regained the place tacked from at 9 PM, this determined me to come to ⊕.

Sent

BL

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Ship QUEEN.

Sent the Cutter with Mr. *Jordan*, third Mate, and a *Chinaman*, ſervant to an *Armenian* Paſſenger, to the *Island* abreaſt the Ship; the Surge run high on the ſhoar, ſo that the Boat could not land, many Natives came to the Beach, and our People made ſigns to them to come off, after waiting near an hour one man ſtripped and ſwam through the ſurf, our Interpreter explained to him we wanted rice, water, a Pilot, and the ſituation of the Ship; the fellow promiſed every thing that was aſked, and ſaid we were to the Weſtward of the *Ladrone*. For his encouragement the Officer gave him a Dollar, he returned well pleaſed to the ſhoar, in a ſhort time the Dollar produced its effect, a Boat was launched, and two men came to our Cutter, after ſome converſation our *Chinaman* got into the Boat and went on ſhoar, he promiſed to return; the Officer continued till the evening, and as the man was not returned he came on board.

Currt. to SW H.	K.	F.
2	1.	
3	0.	5
4	1.	
5	1.	
6	1.	2
7	0.	5
8	0.	5
9	0.	5
10	1.	
11	0.	6
12	0.	6
1	0.	5
2	0.	5
3	0.	5
4	0.	5
5	0.	4
6	0.	4
7	0.	4
8	0.	4
9	0.	4
10	1.	
11	1.	2
12	1.	2

At day-break two ſmall boats came on board and brought a few trifles of greens, a ſmall hog, and ſome fiſh, but no accounts of our *Chinaman*; one of the boatmen made ſigns that he was a Pilot; and that if the ſhip went to *leeward* of a *ſmall Iſland* to the *Weſtward*, that we could get rice and water, got the Cutter out and prepared to weigh.

When at ⊕ found the Current as ☿ Log, a large ſwell.

At 1 PM weighed with difficulty as there was a large ſwell, and ſtood to the NW, ſent the Cutter a-head; the *China* Pilot frequently made ſigns to me the depth of water we paſſed in, I found him very accurate, we continued ſteering to the NW to round a *Bluff Point* of a *ſandy Peninſula* that runs off from the SW end of the CONTINENT that has a *Pagoda* on the *top* of *one* of the *hills*, that forms a *ſaddle*; as we ſtood in, had the following *ſoundings*, in running about 11 miles, 10, 10, 10¼, 28th.

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Ship QUEEN.

10¼, 10¼, 10 (4 *caſts*] 10¼, 10¼, 10 (6 *caſts*) hauling round the *Bluff Point* 8½, 8¼, 8, 8, hauling off to the Weſtward for the *Island* where we ⊕ 9½, 9½, 9½, 9¼, 8¼, 8¼, 8, 7½, 7½, 7¼, 7, 7, 6½, 6½. Rounding the *Rocks* at a ſmall ¼ of a mile, 6, 6½, 6½, 6, 6, 7, 6½, 6, 5½, 5½, 5, 5. Off the *Bluff Point* ½ a mile lay *two large Rocks above water*, between *them* and the *Bluff* is the *paſſage* into a *ſandy Bay* where many ſmall Junks lay at anchor.

There was a *Town* and a *ſmall Fort* that ſtood on ſome *rocks* that run out to the Sea like a *mole-head*; my firſt intention was to go into this *Bay*, but being met by a large boat that came from the *Town*, they informed me I could get greater plenty of water on an *Island* three miles to the Weſtward; to my great ſurprize the *China* ſervant was in this Boat, and told me to follow, as there were good Pilots in the Boat; we ſteered after the Boat (our Cutter a-head) about ½ a mile, and rounded a *Point of Rocks* with ſoundings as ℔ log.

As the Cutter hauled into the *Bay* ſhe ſhoaled regularly from 7 to 3 fathoms. I came to ⊕ in 5, and the Cutter then one mile a-head of me had 3½.

When we ⊕ the *China* ſervant came aboard and informed me he had got in the Boat 8 Peculs of Rice, ſome water, and variety of Vegetables, I found this man of moſt excellent ſervice I found the Pilot tolerably explicit in drawing a deſcription of the *Coaſt* with Chalk.

The *Flood Tide* runs to the *Weſtward* and the Ebb to the EbN the water *riſes* and *falls* 8 feet, *hard ſandy bottom.*

At 3 PM

Anchored under an *Iſland* bearing	{ SFbE / SSW }	diſt. a qr. of a mile.
The *Pagoda Hill* - - -	EbN½N	
A *Square white Fort* in a *deep Bay*	ENE½N	diſt. 4 or 5 miles;

ſeveral ſmall *Junks* at ⊕ near the *Fort* and where we lay.

At

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Ship QUEEN.

At 6 AM ſent Mr. *Jordan* to ſound the Weſtmoſt part of the *Bay*, to know if there was a *Channel* for the Ship, he returned having croſſed from the *Island* to the CONTINENT, and found a narrow *Channel* of 4 fath. at *low water*, but he could not aſcertain the *Courſe* of the *Channel.*

Sent the two Cutters and Jolly Boat for water to the *ſmall Island* abreaſt of the Ship, they got the water with eaſe in a *Spring* that roſe in a ſmall *hollow* of a *rock* that was about 50 yards from the Sea at low water, and about 18 yards at high water; the Boats brought $3\frac{1}{2}$ Butts each trip; We frequently dried the little reſervoir, but the *Spring* filled it again in 2 or 3 hours; When the weather was moderate the Boats were employed night and day; many Boats came aboard with Vegetables, Hogs, Poultry, and Sundries.

N. B. 2d October A Pilot offered to carry the Ship to a *place* about 6 hours ſail, with a moderate breeze, to the *Weſtward*, where the large Junks winter that loſe their paſſage.

Price of Rice on an average 3 Dolls. ℔ Ct. at firſt good, but afterwards a great quantity of ſmall white ſtones mixed
Pork 6d. ℔ lb. when dead; a live Hog wg. 130lb, dead only 93lb.
Small Bullock - - - 10 Dolls.
Dozen Fowls - - - $1\frac{1}{2}$ Dollr.
Flour (ſcarce) - - - 9 Dolls. ℔ Ct.
Few Geeſe and Ducks very dear.

4 Oct. Lat. O. 21° 25′ N.

6

White Pagoda Hill	- - - -	NEbE
Fort	- - - - - - -	NE
Body of *Lintoa*	- - - - -	NNE $\frac{1}{4}$ a mile.
Body of *Tienpehien* where we watered	-	SW $\frac{1}{2}$ a mile.

Soundings.

Stood from *Ship* within $\frac{1}{2}$ Cables length of the W *Point* of the *Iſland* had ſoundings as follow, faths. $4\frac{1}{2}$ (3 *caſts*) 4, $3\frac{1}{2}$, $3\frac{1}{4}$, (4 *caſts*) 3, 3, 3, $2\frac{3}{4}$, $2\frac{1}{2}$ (4 *caſts*) $2\frac{1}{4}$ (8 *caſts*) $2\frac{1}{2}$, $2\frac{1}{2}$, $2\frac{1}{4}$, 2 (5 *caſts*).

From thence abreaſt the SW *Point* within two Cables-length had as follow, 2, $2\frac{1}{4}$, $2\frac{1}{4}$, $2\frac{1}{2}$, 3, $3\frac{1}{2}$, $4\frac{1}{2}$, 5, $5\frac{1}{2}$, $5\frac{3}{4}$, $6\frac{3}{4}$.

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Ship QUEEN.

Then *tacked* and haul'd on a wind to the *Northward* Soundings 6, 6, $5\frac{1}{2}$, $5\frac{1}{2}$, 5, abreaſt the W *Point* $4\frac{3}{4}$, $4\frac{1}{2}$, $4\frac{1}{4}$, $3\frac{3}{4}$, $3\frac{1}{2}$, $3\frac{1}{4}$ (3 *caſts*) 3, $3\frac{1}{4}$, 3, 3, $3\frac{1}{4}$, (3 *caſts*) $3\frac{1}{2}$, $2\frac{3}{4}$, 3, (4 *caſts*) $3\frac{1}{4}$, $3\frac{1}{2}$, $3\frac{3}{4}$, 4, $4\frac{1}{2}$, $4\frac{1}{2}$, 5, $5\frac{1}{2}$, $5\frac{1}{2}$, $5\frac{3}{4}$, 6, $6\frac{1}{4}$, $5\frac{1}{2}$, 6, $5\frac{1}{2}$, $5\frac{1}{4}$, $5\frac{1}{2}$, $5\frac{1}{4}$, 5, $5\frac{1}{4}$, $5\frac{1}{4}$, 5, $5\frac{1}{4}$, 5, 5, $4\frac{1}{2}$, $4\frac{1}{4}$, $4\frac{1}{2}$, 4, $4\frac{1}{4}$, $4\frac{3}{4}$, $4\frac{3}{4}$, *ſand*, $4\frac{3}{4}$, $4\frac{1}{2}$, $4\frac{1}{4}$, $4\frac{3}{4}$, $4\frac{1}{2}$, $3\frac{3}{4}$, $4\frac{1}{4}$, 4, $3\frac{3}{4}$, $3\frac{1}{2}$, $3\frac{1}{4}$, 3, $2\frac{3}{4}$, $2\frac{1}{2}$, *mud*, $2\frac{1}{4}$, $2\frac{1}{2}$, $2\frac{1}{4}$, 2, $1\frac{3}{4}$, $1\frac{1}{2}$, *ſand*, within about a mile of the *Shoar*.

Tacked 2, $2\frac{1}{2}$, $2\frac{1}{2}$, $2\frac{3}{4}$, 3, $3\frac{1}{4}$, $3\frac{1}{2}$, 4 (4 *caſts*) $4\frac{1}{2}$, $4\frac{3}{4}$ (5 *caſts*) 5 (5 *caſts*) $4\frac{3}{4}$, $4\frac{3}{4}$, $4\frac{1}{2}$, 4, $4\frac{1}{2}$, $4\frac{3}{4}$, $5\frac{1}{2}$ (7 *caſts*) $5\frac{3}{4}$, $6\frac{1}{2}$ (3 *caſts*) $6\frac{3}{4}$, $6\frac{1}{2}$, within $\frac{1}{2}$ Cable's length of the *Rocks* on the NE Point of the *Iſland*. Then

Steered for the *Ship* $6\frac{3}{4}$ (4 *caſts*) $6\frac{1}{2}$, 6 (3 *caſts*) $6\frac{1}{2}$, 6, $5\frac{1}{2}$, $5\frac{1}{2}$, $5\frac{1}{4}$.

The *Ship* and a *White Pagoda* on an *Iſland* to the NE in one, 3 faths.

The *Ship's maſts* in one 3.

When the *Ship* appeared in *mid channel*, between the *two Iſlands* we came through, $4\frac{1}{2}$.

When the *Ship* and the NE *Point* of the *Iſland* in one, $5\frac{1}{2}$.

D? and the *Rocks* within *that Point* in one, 6 *clay* or *mud*

D? and the *Green Point* near the *Rocks* in one, $5\frac{1}{2}$.

D? and the *Eaſternmoſt Valley* in one, $4\frac{1}{2}$.

D? and the *higheſt Land* of the *Eaſt Part* of the *Iſland* in one $4\frac{1}{4}$.

D? and the *Weſternmoſt High Land* on the *Iſland* in one, $5\frac{1}{4}$

D? and the *Weſternmoſt Point* of the *Iſland* in one, $5\frac{1}{4}$.

The *Ship* her length open to the *Weſtward* of the *Iſland*, $5\frac{1}{2}$.

When right a-head of the *Ship*, $6\frac{3}{4}$.

Within $\frac{1}{2}$ Cable's length of the *Rocks*, off the NE *Point* of the *Iſland*, $6\frac{1}{2}$.

Sailed from the Ship in a *Chineſe* boat with a fellow who pretended to be a pilot and have a knowledge of the Bay, and of a Channel to leeward.

Soundings as follow and bearings faths. $3\frac{3}{4}$, $3\frac{3}{4}$, $3\frac{1}{4}$.

The *Weſt Point* of the *Water Iſland* S$\frac{3}{4}$W, $3\frac{1}{4}$ faths.

The *NE Point* of D. EbS 3.

The *Ship* NE 3 (4 *caſts*) $2\frac{3}{4}$ (5 *caſts*) 3 (3 *caſts*)

The *SW Point* of D. *Iſland* South.

The *NE Point*, E$\frac{1}{2}$S $2\frac{3}{4}$ (4 caſts) $2\frac{1}{2}$.

The *ſmall Iſland* on with the *high Land* of *Pagoda Iſland* bearing EbN $2\frac{1}{2}$.

The *SW Point* of *Water Iſland* SbE $2\frac{1}{2}$ (4 *caſts*) $2\frac{3}{4}$ (3 *caſts*) 3, 3, $3\frac{1}{4}$, $3\frac{1}{4}$

The *Ship* NE$\frac{3}{4}$E.

The *Weſt Point* of the *Iſland* SE$\frac{1}{2}$S $3\frac{1}{4}$, $3\frac{1}{4}$, $3\frac{1}{2}$ (3 *caſts*) *ſand*, $3\frac{1}{2}$, $3\frac{3}{4}$, *mud*.

During thoſe ſoundings ſteered from SWbS to WbS at the rate of $2\frac{1}{2}$ knots for 25 minutes.

Then

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Ship QUEEN.

Then ſteered SW about ½ mile 4 (3 *caſts)*
Weſt Point SE¼E.
North Eaſt Point EbN.
Ship NEbE 4 (8 *caſts)* *Mud* 4, 4, 4¼, 4¼, 4½.
Weſt Point ESE.
SW Point, SE¼E.
Ship NE¾E 4¾ (5 *caſts) ſand*, 4¾ (3 *caſts*) 5, 5¼, *mud.*
I judge we were a good mile from the neareſt part of *Water Iſland.*
The *SW Point* SEbE¼E.
Weſt Point E½N.
The *NE Point* on with the S° part of the *patch* under the *high land* on *Pagoda Iſland* ENE.
Hauled upon a wind on the larboard tack 5¼, 5¼, 5½ (6 *caſts*)
The *NE Point* of *Water Iſland*, and the *S° Point* of the *little Iſland* in one, ENE½N.
The *Ship* NE½N 5½, 5½, *mud*, 6 (4 *caſts)* 6¼.
The *Pagoda* on with the *rock* like a *Camel's hump* on the *NE part* of *Water Iſland* 6½ (3 *caſts*) 5¼.
The *little Iſland* ſhut in with the *NE Point* of *Water Iſland.*
The *Pagoda* on with the *Saddle* to the *Southward* of the *Green Point* on *Water Iſland* 6¼, 6¼, 6½ (3 *caſts*) 6¾ (4 *caſts*) 7.
The *Bluff* on the *Land* to the SW, WbN.
The *NE Point*, NE¼E.
The *SE Point* E½N off ſhore 1¼ miles 7 (3 *caſts*)
Wore ſteered NWbW ½ a mile 7¼ (4 *caſts)* 7 (7 *caſts)*
The *Pagoda* juſt open with *Water Iſland.*
The *Bluff* on the SW land WbN½N.
Hauled on a wind on the ſtarboard tack NNE 7 (3 *caſts)* 6¾ (3 *caſts)*
The *Pagoda* on with the *middle* of the *little Iſland.*
NE *Point* of *Water Iſland*, and the *South part* of the *white patch* in one, 6¾, 6¾, 6½.
The *Point* of *Pagoda Iſland* juſt open with the *NE Point* of *Water Iſland*, 6¼ (3 *caſts)* 6 (3 *caſts)* 5¾, 5½ (3 *caſts*) 5¼ (3 *caſts*) 5.
The *Ship* on with the *N Point* of the *little Iſland*, 5¼, 5¼, 5 (4 *caſts*)
The *Ship* on with the *S point* of *d°. Iſland* 5 (3 *caſts*)
Ship's maſts in one 5 (3 *caſts*)
The *Ship* in *mid channel* E.
The *SE Point* of *Water Iſland* SE½E 4¾ (4 *caſts)* 4½ (4 *caſts*) 4¼ (3 *caſts*) *mud*, 4, 4, 4¼, 4½ (3 *caſts*) 4, 4.
The *Ship* juſt clear of the *NE part* of *Water Iſland* which bore SEbE.
SE Point of the *Iſland* EbS¼S.
A *Pyramid black Rock* on the beach of the *North ſhoar* NbW.
Tacked and ſtood in SE 4¼ (4 *caſts*) 4½, 4½, 4¼, 4¼ 4 (10 *caſts*) *mud*, 4 (9 *caſts*) *ſand*, 4 (3 *caſts*) 4¼, 4¼.
The *Ship* in *mid channel* 4¼ (4 *caſts*) 4½, 4½.
Ships maſts in one, 4½ (3 *caſts)* 4¾.
NE Point of the *Iſland*, E 4¾ (3 *caſts*)
The *W Point* of *Water Iſland* SEbE¼E 4¾ (4 *caſts*) 5 (4 *caſts*)
The *Pagoda* on with the *N end* of the *little Iſland* 5¼, 5¼, 5½, 5¾.

Little

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Ship QUEEN.

Little Iſland ſhut in with the *NE Point* of *Water Iſland* $5\frac{3}{4}$, $5\frac{3}{4}$.
SE Point SEbE$\frac{1}{2}$E.
The *NE Point* NEbE$\frac{1}{4}$E.
TK^{d}. and lay up from NEbE to NEbN $5\frac{3}{4}$, $5\frac{1}{2}$, $5\frac{1}{4}$, 5, 5, $4\frac{3}{4}$, $4\frac{3}{4}$.
The *SW Point* of *Water Iſland* SEbE$\frac{1}{2}$E $4\frac{1}{2}$ (3 *caſts*) 4, 4, $3\frac{3}{4}$, $3\frac{1}{2}$.
W Point SEbE $3\frac{1}{2}$.
Ship and *little Iſland* in one, $3\frac{1}{2}$ (3 *caſts*) $3\frac{3}{4}$, $3\frac{1}{2}$, $3\frac{1}{4}$.
Maſts in one $3\frac{1}{4}$, $3\frac{1}{2}$, $3\frac{1}{4}$, $3\frac{1}{2}$, $3\frac{1}{2}$, $3\frac{3}{4}$ (3 *caſts*) 4, $4\frac{1}{4}$.
Little Iſland E $4\frac{1}{4}$, $4\frac{1}{4}$, $4\frac{1}{2}$.
Ditto I$\frac{1}{4}$S $4\frac{3}{4}$ (3 *caſts*)
Ditto E$\frac{3}{4}$S $4\frac{3}{4}$, $4\frac{3}{4}$.
SW Point of *Water Iſland* S$\frac{1}{2}$E $4\frac{3}{4}$ (4 *caſts*)
Little Iſland EbS.
SW Point of *Water Iſland* South.
Ship SSE$\frac{1}{2}$E $4\frac{3}{4}$, $4\frac{3}{4}$.
Ship SSE$\frac{1}{2}$E.
Little Iſland EbS$\frac{1}{4}$S.
SW Point S$\frac{1}{2}$E.
Tacked and ſtood for the Ship.

The foregoing bearings and ſoundings ſhew there is a Channel, which by the croſs bearings I judged the following Courſes would carry a Ship through.

Sailed in the Cutter from the Ship NNW $4\frac{3}{4}$, 5 (5 *caſts*) $5\frac{1}{4}$, $5\frac{1}{4}$, 5, $5\frac{1}{4}$ (8 *caſts*) 5 (4 *caſts*)
The *little Iſland* EbS Southerly.
Steered SWbS 5, 5, $4\frac{3}{4}$ (6 *caſts*) 5 (6 *caſts*) $4\frac{3}{4}$, $4\frac{3}{4}$, $4\frac{1}{2}$, $4\frac{1}{4}$, $4\frac{1}{4}$ 4 (4 *caſts*) $3\frac{3}{4}$ (6 *caſts*) 4 (3 *caſts*) $4\frac{1}{2}$, $4\frac{1}{2}$ (5 *caſts* $4\frac{3}{4}$ (6 *caſts*) 5.
The *W Point* SEbE (when you may haul up SSE)
Steered South 5, $5\frac{1}{4}$ (6 *caſts*) 5, 5, $5\frac{1}{4}$ (3 *caſts*) 5, 5, $5\frac{1}{4}$ (4 *caſts*) $5\frac{1}{2}$ (7 *caſts*) $5\frac{3}{4}$ (6 *caſts*) 6 (5 *caſts*) $6\frac{1}{2}$ (3 *caſts*)
The *SE Point* of *Water Iſland* EbS.
The *Channel*, the Ship *came in thro'*, ſhut in, EbN$\frac{3}{4}$N $6\frac{3}{4}$, $6\frac{3}{4}$, 7 (10 *caſts*) $7\frac{1}{4}$.
The *SE End* of *Water Iſland* E$\frac{3}{4}$N.
The *Pagoda* juſt open with the *Iſland* $7\frac{1}{4}$ (3 *caſts*) $7\frac{1}{2}$ (3 *caſts*) $7\frac{3}{4}$.
The *SE End* EbN$\frac{1}{2}$N.
Tacked and turned to windward.

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Ship *Royal George*, Capt. *Nicholas Shottowe*, 1766.

	H.	Weather.	Winds.	Course.	K. F.	Soundings.	
Feb. 10.	1. 4	– –	Var. NWy.	EbS	21. 3	35	
	5.	– –	– –	– – –	4. 4		At 5½ saw LUBECK from Mast-head ESE½S 10 leags.
	6.	– –	– –	– – –	3.		At 6½ brought to.
	7. 11	– –	– –	{ up SWbS off SbE }	–	36, 36	At 6 AM sent two *Malays* aboard the *Schooner* and ordered her in shore to look for ⊕ Place.
	12.	– –	– –	up WSW off SW	–	37	Bore away and steered by the *Shoar* ESE to EbS.
	1. 6	– –	– –	– – –	–	36, 36, 36	
	7. 9	– –	– –	ESE	–		
	10.	– –	– –	SEbS	–	36	
	11.	– –	– –	– – –	–	28	
	12.	– –	– –	SbE	–	26, 23 ⊕ *mud.*	

At 11 [11½] the *Schooner* [being nigh the E end of the ISLAND] made a signal for seeing the *Town* and hauled in; on which we hauled in *shoar*, rounding a *Bluff Point* and a *ridge* of *Breakers*, giving *both* a good birth; and ⊕ a little past Noon.

At ⊕ 23 *muddy ground.* A *Bluff* Point - W¾S
Southmost Point - SSE½E
Three Islands, open from *It* SEbS
A few *Huts* - SbW½W off shore about 2½ miles.

At 3 PM the *Schooner* weighed and sent to inform us *This* was not the *Place* of *Refreshments*, but round the *Point* to the *Southward*, she stood along shoar, but in rounding the *Point* by the unskilfulness of the *Malay* Pilot she struck; sent the Boat manned and armed to her assistance, which returned when had seen the *Schooner* safe in the *Bay* and informed us she had got no damage.

At daylight sent the Boats to sound

11th. At 11 came on board two *Malay* men as Pilots but I could not prevail on one of them to go aboard the *Diligent*.

[ ] From Mr. *Hoare's* Journal.

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At Noon the Boats returned, having ſounded near the *Rocks* off the SE *Point* and found 13 fath^{s}. water cloſe to [the *Rocks* running out from the *Point* about 2 cables length.]

At ½ paſt 1 PM weighed, wind at NNW ſteered SEbS keeping the *largeſt Iſland* on our ſtarboard bow in 15 fath^{s}.

When the *rocky Point* bore WNW hauld up SbE for the *Bay*, having the *Southmoſt Land* open, in 13 fath^{s}. the *Diligent* a-head and the *Schooner* and *Prows* in the *Bay* in ſight.

At 3 ⊢ in the *Bay* in 10 fath. *muddy ground.*

The *Town* - - - - - -	WbS 1½ mile [about 1′]
[*Nine Trees* cloſe to the *Water-ſide* -	WbS½S]
S^{o} Extreme - - - - - -	S½E
[*Rocks* with *Fiſhing Stakes* on them -	SbE]
The *Three Iſlands* one [a *low* Iſland with *Trees*]	SE½E
Middle and largeſt - - -	SE¾S
[Another *ſmall Iſland*, *ſhrubby*] -	SE½S [SE¼S] diſtant off *ſhoar* ½ a mile and a good Cable's-length from the *Mud-Bank*, which is in the *Bay*.
The N^{o} *Point* of the *Bay* - -	NNW½W about 1 mile.

This is the *Point* off which the *Rocks* beforementioned lye.

A Current to the SE.

Variable winds† off the *Land* from N to S with *rain* the firſt part, the latter *cloudy*, we ſeem to have a ſort of *Tide* as it flows about 4 feet and ſometimes ſets to the *Northward*: Moored Ship with the Stream ⊢ to the SE. 12th.

In the morning came aboard the *Second* of the *Place*, ſaluted him when he went away with 3 guns.

Freſh gales off ſhoar, with *rain* in the night In the afternoon the *Sultan's Son* came on board with ſome 13th.

† [From 12th to 19th *Winds variable* from *Southward* to *North* but chiefly in the *Weſtern* board and *rain* every day.]

rice

rice &c. saluted him with 5 guns received some *water* and a *Buffaloe.*

Feby. 14th. Frequent Squalls off the *Land* and *heavy rain* In the morning went a sounding towards the *Islands* to the SE: found them surrounded with *coral rocks* and though there is a *Passage* between *them* and LUBECK yet it is so irregular and intricate that it is only used by *Prows* and then in the day with a fair wind.

15th. Employed watering the Ship and receiving some small supplies of *Rice* and *Paddy*. *Fowls* in plenty 16 for a Spanish Dollar and *Cattle* and *Buffaloes* to be had, but this *Island* being subject to the Dutch they are afraid of supplying us with much‡.

16th. Variable winds and some *rain.*

17th. As yesterday, received some *Paddy* in the *Straw*, a small quantity of *Rice* and about 4 *Bushels* of *Calavances* and some *Indian Corn.*

18th. As before, with much *Thunder lightning* and *rain* in the night. Received 5 small *Bullocks* and one *Buffaloe* for Sea-Stock.

19th. Before Noon had several squalls from the NW with some *rain.*

At 9 unmoored and hove short on the small Bower ⊕ Received two *Buffaloe's* by the *Diligent's Boat.*

20th. At 2 PM weighed.

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‡ [The *Water* here is *very good* and every House has a *well*, we were obliged to roll the cask a good way from the water-side.]

This

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The ISLAND ROTTENEST which lyes in sight of NEW HOLLAND is taken from a *Dutch* printed *Plan* that seems to have been made by *William Vlaming*; *Burgomaster Witsen* has given an Account of *Vlaming's Voyage* in his *Noord* and *Oost Tartarye*; there is also some Account of *this Voyage* in *Valentyn*.

Valentyn says " 29th Dec. 1697 they ⊣ under " the *Island* ROTTENEST lying in 31° 50′ S Long. " 134° 25′ E.

" 30th Went ashoar and found a piece of *Deal Plank* " which had probably been part of a Ship's Deck, but " had been a long time ashoar as the nails were almost " gone.

" There was plenty of *Firewood* of which he took in " a good supply."

Witsen says " it was in 31° 47′ S that *Vlaming* " made the *Land* of HOLLANDIA NOVA, landing " first on an *uninhabited Island* in sight of the COAST§; " He found on it a great number of *wood Rats*, nearly " as large as a *Cat*, having a purse under their throat " into which you may put your hand, they could not " discover the use of this Bag, The Creature when shot " was so offensive in smell that they did not save any " skins: An agreeable smell like that of *Roses* was dif- " fused through the ISLAND, produced from the *Trees*, " as appears by some *branches* and *pieces* of *wood* brought " over for me from thence: An *odoriferous oil* may be " extracted out of the *wood*‖.

" From this ISLAND and from mast head several *other* " *Islands* were seen laying to the *South* of THIS."

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§ This is ROTTENEST. A

‖ In Witsen's Letter to Dr. Lister printed in the *Philosophical Transactions* he says " They are small and miserable Trees." A

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FERNANDO NORONHA.

THERE are various Accounts of the Iſland FERNANDO NORONHA; but the moſt circumſtantial, I have ſeen, is that given by Don *Antonio Ulloa* in his *Relacion Hiſtorica del Viage a la America Meridional*†.

Dr. *Halley* was at this ISLAND in his *firſt* Voyage 18th January $169\frac{8}{9}$. He narrowly eſcaped a *ſunk rock* that lies off the *SW Point* of the ISLAND; he gives no diſtance, or croſs bearings, for determining the ſituation of *this danger*, but I ſuppoſe it is what the *Plan* marks at the diſtance of a *quarter* of a *mile* from the *SW Point*; however it may, poſſibly, be *another* farther out.

Dr. *Halley* ſays he found nothing upon the ISLAND but ſmall *Turtle Doves* and *Land Crabs* in abundance; neither *Goats* nor *Hogs* nor any *People:* many *green Turtle* in the *Sea* and in ſome places their Tracks on the Sand, but could catch none by reaſon of the great *Suff* of the *Sea:* He ſearched the whole *lee ſide* of the ISLAND, but found no *freſh water.*

Dr. *Halley* ſays the ISLAND is about *ſeven miles* long and very narrow; The middle thereof in 3° 57′ South. The *Variation* obſerved on Shoar was not fully 3° Eaſt. A four o'clock *Moon* makes *high water* and it riſes about 6 feet on a *Spring.*

The following is a Tranſlation of *Ulloa's* Account of FERNANDO NORONHA.

" 21ſt May 1745. At $9\frac{1}{2}$ H deſcryed the ISLAND " WbS 9 leagues diſt. which our run afterwards con- " firmed.

† 2 Parte, Tom. IV. Lib. iii. Cap. 3. P. 412.

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" As this ISLAND was ſuppoſed to be quite uninha-
" bited, and it was poſſible, from the conveniency of
" the Port, that ſome other veſſel coming from the
" *Eaſt-Indies* might be there for *water* or other ſuch
" wants, the Captains of the *French* Frigates deter-
" mined to go in with *Engliſh* Colours, the better to
" conceal from whence they came, and in caſe of an
" Enemy being there to take the courſe which might be
" moſt expedient, but it happened quite contrary to ex-
" pectation, for preſently were ſeen *two Forts* in the
" *Port* with *Portugueſe* Colours, and a Brigantine with
" the ſame, and a pendant.

" This was the more aſtoniſhing to us, as all the
" Accounts we had, agreed that it was abandoned by
" the *Portugueſe* on account of its great ſterility; but
" as we afterwards learned a deſign of the *French Eaſt*
" *India Company* to appropriate it to themſelves for their
" Ships to touch at, had obliged the *Crown* of *Portugal*
" to diſpoſſeſs them, and to fortify it entirely, in order
" to deprive that Company, or any others, of the oc-
" caſion to eſtabliſh themſelves ſo near the *Coaſt* of
" BRAZIL: and ſeven years had then elapſed ſince, by
" order of the Portugueſe Monarch, *Forts* had been
" built and a *Settlement* made on IT.

" To come into the *Port* of this ISLAND it is neceſ-
" ſary to double the N.° *Point*, for the ſtrength of the
" Current, if you attempt to come round the S.° Point,
" is ſuch that there is no room to doubt you will loſe
" 4 or 5 days at leaſt, or much more, even ſo as to be
" obliged to beat to windward and to effect it in that
" way, in which the Currents are not unfavourable.
" Being apprized of this, as ſoon as it bore S.° at the
" diſtance abovementioned, we ſteered SW 5.° S, and
" after we had run a little leſs than a league, having
" then weathered the ISLAND, we ſteered SbW ſtanding
" for a *Bluff Hill*, † which is between *two others* very

† Monte grueſſo.

" diſtinguiſhable

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" diſtinguiſhable ones, the Eaſternmoſt ‡ of which is " thicker than the middle one and not ſo tapering, and " the Weſternmoſt has a high § ſharp Peak of Rock ſo " ſteep that on the Eaſt ſide it ſeems ready to fall, for " which reaſon it has the name of *Campanaria*, that is " *Steeple* or *Bell-Turret*.

" The Current ſetting ſtrongly to the Weſtward car- " ried us ſo much that way and off ſhore from the " ISLAND, that after having made ſeveral boards with- " out gaining any thing, we were obliged, leſt we " ſhould have been ſet farther off, to ⚓, a little diſtant " from the good anchoring ground, in 25 looſe mud, with " ſmall ſhells and gravel about 1¼ league off ſhore. " *Fort Remedios*, the chief of theſe which command " the *Port*, bearing SSE.

" As the *Sea* was here much agitated by the force " of the wind, the effect which this and the Currents " had on the Frigate, kept a continual ſtrain on the " Cables, and made it neceſſary to get her into a better " birth, nearer in ſhore to the proper ⚓ place, which is " about a mile from the Land, where the Frigate came " to ⚓ 23d March in 13 *fine white ſand* mixed with " ſome *grains of black*, from whence,

Fort St. *Antonio* - - - - -	EbS 5° S
Fort *Remedios* - - - - - -	SbW
Fort *Conception* - - - - - -	SSW 4° W
Peak of *Campanaria* - - - - -	SW 3° S

" This ISLAND has two *Ports*† where *Ships* and all " kind of Veſſels may ⚓: the one at the *N°. part*

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‡ El uno que cae à la parte del Eſte y es mas abultado. I conceive *que cae à la parte del Eſte* does not mean the Eaſternmoſt in ſituation only but deſcriptive as having a *fall* at the *Eaſt part*, for if it was merely deſcriptive of ſituation *y* mas abultado, *and* more of a hump, could not connect.

§ Picacho.

† The Engliſh Tranſlation which is publiſhed of Ulloa's Voyage having tranſlated *Puertos*, *Harbors*, and omitted the ſubſequent remark that *both* are *open roads*, gave Capt. Cook occaſion to criticiſe the term *Harbors* to what he ſhould have called *open roads*. But no one ſhould condemn an Author on the ſtrength of a Tranſlation.

" and

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" and the other at the *NW*; The *firſt* is the principal,
" as well for ſhelter and ſize as for bottom and good
" holding ground; Both are *open Roads*, without any
" ſhelter from N and W; luckily theſe winds, and
" particularly the former, although at ſome ſeaſons of
" the year they reign here, are of ſhort duration; Then
" both *Ports* are impracticable, as well for the danger
" to which ſhips are expoſed, as becauſe the Surf is ſo
" high, that it is impoſſible to have any communication
" with the ſhoar. All the *Coaſt* being barred by *Rocks*,
" on which there is continually ſuch a *Surf*, that boats
" cannot come near without running the danger of being
" daſhed to pieces; and, even during the Eaſterly
" winds, it is ſo bad landing, that, although there is
" leſs danger, it is not quite ſafe. In this ſeaſon there
" are days on which the Sea is more ſtill‡ and in them
" you may land with ſome trouble. The Sea which
" *breaks* on the *ſhoar* and *Rocks* preventing it at other
" times. It is at all times therefore a very inconvenient
" *Port*, and only to be uſed in caſe of neceſſity.

" After the Portugueſe had driven away the French
" Eaſt-India Company and regained poſſeſſion of the
" ISLAND they fortified it compleatly; ſo that beſides
" the *Three Forts* on the N° *Port*, there are *two* more
" on the NW, and *two* more on the *Eaſt* ſide of the
" ISLAND, in a *ſmall Bay*, where only very ſmall
" veſſels can get in, and that with difficulty. All theſe
" are built of *Stone*, are capacious and well provided
" with heavy artillery; ſo that there are ſeven good
" Forts round the ISLAND, although ITS whole length
" is ſcarcely *two leagues*, and IT does not produce
" enough to maintain the Inhabitants. From PER-
" NAMBUCO, to which *Government* it belongs, it is
" ſupplied with Proviſions and neceſſaries § for its ſub-
" ſiſtence; but care and jealouſy, leſt ſome other nation
" ſhould get poſſeſſion of it and by this ſtep ‖ go to

‡ Soſſegada.
§ Frutos.
‖ Y con eſte pie ſe adelante à mayores pretenſiones.

" higher

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" higher pretenſions, oblige them to maintain it at any " rate.

" The *Chief Fort*, LOS REMEDIOS, is built on a *high* " *ſteep* rock againſt which the Sea beats; and at its foot " is a *Cavern*, where the water conſtantly enters in " great quantities, but there is no inſtance of its ever " having been ſeen to run out: at very ſhort intervals " the Wind makes terrible† eructations, for when the " whole mouth is ſtopped by the flux in, and no vent " left for the air to paſs, the Wind to get out, being com- " preſſed, forces back the torrent of water; and the noiſe " is exactly like that of a *Volcano*: part of *It* is perceiv- " able, when on the reflux of the wave the water does " not keep up as high as in the flowing in. There is " not any ſign on the oppoſite part of the ISLAND, nor " any where elſe around IT, to indicate the communi- " cation with the *Cavern*, although it is poſſible that it " may be at ſome diſtance from IT.

" The ſterility of this ISLAND does not proceed from " the quality of the Soil, for it produces every thing, " common to the warm Climates, that is ſown in IT, " but from want of moiſture; for two or three years " paſs without *rain*, or the leaſt ſupply of water; the " ſcarcity of which is the cauſe that all Vegetation is " quite dried up; the *Rivulets* being without water, " and the moſt fertile parts of the ISLAND not being " moiſtened by the Clouds, become as parched and bare " as ſtones and rocks. When we arrived, it was two " years ſince *Rain* had fallen, and only in the night be- " tween the 19th and 20th May, the Clouds began to " diſcharge their burthen; which continued all the " time we ſtaid.

† This Deſcription is very obſcure, the words of the Original are, El Fuerte principal de los *Remedios* ſe hallo fundado ſobre un alto Penaſco eſcarpado, contra quien bate la Mar; y en ſu pie hay una *Caverna*, por donde continuamente entra el Agua en crecida cantidad, ſin haſer exemplar de verſe ſalir por ella en ningun tiempo: à la alternacion de muy cortos intervalos forma unos formidables eructos el Viento, que hallandoſe comprimido rechaza el torrente del Agua para ſalir, quando al tapar eſta con ſu fluxo toda la boca, no le dexa hueco, por donde reſpirar: parte de elle ſe deſcubre, quando en el reſluxo de la ola no ſe mantiene el Agua tan alta como en el fluxo: y el ruido no tiene diferencia al que hacen los *Volcanes*.

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" The people preſerve the water in Wells which they " make in the manner of Ciſterns‡; which, as well as " that in the rivulets, was after the rain very thick and " brackiſh§; but the inhabitants ſay, that in the interior " part of the ISLAND where the Springs are, it never " failed although the quantity was ſmall and that the " water found there was clear and good.

" In the interior part of the Iſland the Portugueſe " have a *Town* where the *Governor* with a Pariſh Prieſt " conſtantly reſides and he goes to the *Forts* when they " give notice of deſcrying Ships: The Garriſon in theſe " *Forts* is numerous, for when we anchored in that *Port* " they had collected in the *Principal Fort* about 1000 " men, part regular Troops, who are ſent from PER- " NAMBUCO, and changed every ſix months; part " Exiles from all the *Coaſt* of BRAZIL; and ſome, though " few, who are ſettled on the ISLAND with their Fami- " lies, all poor People, of the *Meſtize* caſt; There are " alſo ſome *Indians*, ſent there to work on the *Fortifica-* " *tions*, and who ſerve the *Governor* and other reſident " Officers, amongſt whom are an *Almojarife*, acting as " *Treaſurer*, and a *Proveedor* who pays the troops and " thoſe other people, and iſſues *Proviſions* to them with " great exactneſs and good order.

" The moſt common food of the Inhabitants, and " which is uſed in all parts of BRAZIL, is the *Farina* " *de Pau* or wood meal; which is eaten by every one, " without exception, inſtead of *Bread*: it is made of the " *Roots* named *Moniato*, and alſo of the *Yam* and *Yucas*; " To prepare it they ſkin them firſt, and then boil them " in ſeveral waters‖ till they have totally loſt their ſtrong " and noxious juice‡. Then they grate or grind them " into *Meal*, which having waſhed again repeatedly, and " changed the water, they dry, and eat it with ſpoons, " mixing it with their other food, and they are ſo ac-

‡ Cazimbas.
§ ſalobre.
‖ ponenla à desſlemar en varias Aguas.
‡ jugo.

" cuſtomed

" cuſtomed to it, that when *Wheat Bread* is at table, " they take a mouthful of it and with it a little of this " *Meal.* Beſides this Food, which has no more taſte " or flavour than ſaw duſt, they uſe much *Rice* and " treacle brought from PERNAMBUCO. There are here " two Brigantines of the King allotted for the tranſport- " ing *Proviſions* and the Troops in each Voyage, which " they make ſo regularly, the times of leaving the " *Coaſt* being ſo well regulated, that one is always coming " to the ISLAND whilſt the other is going from IT.

" Since the *Portugueſe* have a ſecond time ſettled here, " beſides the ſmall Plantations which they had begun to " make, They have introduced a breed of *Cattle, Hogs,* " and *Sheep*; which have encreaſed, notwithſtanding " the ſterility of the ſoil, becauſe the *Portugueze* con- " ſume ſo few, hence the Frigates had freſh meat all " the time they lay here and alſo for ſome days after " their departure.

" This *Port* abounds with *Fiſh*; They have 5 or 6 " ſpecies, amongſt which are *Lampreys* and *Conger*§ " *Eels* the latter of a monſtrous ſize; but none of them " well taſted. In the bottom of this *Port* is alſo a ſort " of fiſh which they call *Cofre*‖ from its reſemblance in " figure which is triangular, and the head † is formed " into a Snout, which terminates like that of a Hog: " The Animal is one entire bone like horn, which " encloſes its fleſh, entrails and other parts; on the " two upper ſurfaces it is green with ſcales, and the " lower part white; it has two ſmall fins like other fiſh, " and the tail which is horizontal alſo reſembles that " of other fiſh. As ſoon as it is taken out of the wa- " ter, it begins to emit by the mouth a greeniſh froth " of ſo offenſive a ſmell, that it is inſupportable, and " this ſtench remains a long time. Some Sailors " who had ſeen this animal in other Ports, affirm that " the fleſh is of ſuch a poiſonous quality that it will

§ Morenas.
‖ *Cofre*, cheſt.
† Hace un hozico.

" deſtroy

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" deſtroy all people who eat it, ſwelling them up and " cauſing them to burſt within a few hours; the Inha- " bitants of this Iſland alledge the contrary and aſſert " that they receive no harm from eating it. But they " take the precaution to put a great weight upon it, " to make it throw off by ſpittle all the noxious matter " it contains, and having kept it in this ſtate a whole " day, they cut it open, ſeparating that hard coat which " encloſes it, and put it to boil, and when the fleſh is " half done they change the water, by which means it " loſes all its bad effects. I deem all this trouble uſeleſs, " as the taſte of the meat is not worth ſo much pains " in dreſſing it, and when done, the recollection of the " execrable ſmell it emitted before it was brought to " this ſtate, is enough to make one abominate it.

" In the proper ſeaſon when the *Turtle* lay their eggs, " which is from *December* to *April*, and in the time " for catching them which is the ſame, they cover all " the ſhoars of the ISLAND; but then they go to Sea " and none are to be found, as we experienced when " we were there.

" In the intermediate time during theſe months the " N, and NW winds prevail, and from *May* forward " they are Eaſterly, ſometimes to the SE, and ſometimes " to the NE.

" The latitude of this ISLAND obſerved by many " *French* Pilots, who were there when it was held by " the *French* Company, is 3° 53′ South in which it is " placed in the New *French* Chart: and 33° Weſt Long. " from PARIS OBSERVATORY. It is diſtant from the " *Coaſt* of BRAZIL 60 or 80 leagues, in which there is a " variety of opinions; for the Chart places it 60 leagues " to the Eaſtward of it, and the *Portugueſe* Pilots who " go acroſs reckon it 80, wherefore we may take the " mean between both and the diſtance will then be 70 " leagues‡."

‡ M. d'Après ſays it is only 62 leagues from *C. S. Roque*, however the *Longitudes* of FERNANDO NORONHA and RECIF will make the diſtance about 70 leagues.

Variation

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Variation obſerved at ⊕ in the *Road* $\left.\begin{matrix}2°\,47'\,E\\1\cdot33\,E\end{matrix}\right\}$ Mean 2° 10′ E

After the ceremonies of their reception by the *Portugueze*, ‡ *Ulloa* concludes.

" That notwithſtanding the politeneſs and attention " of the Governor in every thing in which he was left " to himſelf, yet they were as bad off there, as if they " had continued aboard, for ſuch was the natural jea- " louſy of the *Portugueze*, and ſtrict obedience to their " orders, that none had permiſſion to go any where " except between the *ſhoar* and the *principal Fort*, where " the *Governor* reſided; and even here they were at- " tended by 2 or 4 ſoldiers, who never left them, from " the time they landed, 'till they embarked and the boat " put off, and for this purpoſe all the ſhoar was lined " with Troops, and whenever a boat was ſeen approach- " ing to one ſide or the other, ſeveral of the Soldiers " repaired thither to accompany all who landed. This " great caution ariſes from the *French India Company* " having taken poſſeſſion of the ISLAND when the " *Portugueze* had abandoned IT, and the latter, reckon- " ing it of ſo much importance to the *French*, are un- " willing they ſhould know the ſtate and condition of " IT, leaſt this knowledge ſhould at any time facilitate " an attempt to diſpoſſeſs them, and put it again in the " hands of the *French*."

Manoel Pimentel ARTE DE NAVEGAR, 1762,* *Iſland* FERNANDO de NORONHA.

THIS ISLAND is 58 or 59 leagues from the *Coaſt* of Brazil. It has a *Port* on the NW ſide, where 8 or 10 ſhips may lay at ⊕ in clear ground in 6 or 7 fath^s. white ſand, behind a *ſmall Iſland*, where are ſome *wild Goats*. In this *Port* you may *water:* but with *Northerly winds* it is not ſafe to lay here.

‡ Omitted as immaterial. * [P. 287.]

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On the *South ſide* there is a *Bay* for *ſmall veſſels* where is a ſtream of freſh water. This Iſland was peopled by the *Portugueſe* but is now deſerted§.

As ſoon as you ſee ‡ Birds with forked Tails or Wag-tails, you will be near the Iſland, and when you get ſight of it you will find it is *high Land* covered with trees ſmooth and green.

Around this ISLAND there is *no Shoal* except on the *Eaſt ſide*, ſeparated from it, ſo that large Ships may paſs without danger between *it*‖ and the ISLAND and to the *Weſtward* a little Northerly 15 leagues from this ISLAND is a *Shoal* lying NW and SE it is a *Sand*, but there are many *Rocks* cloſe to the SE *point*. This *Shoal* a Pilot meaſured with the *lead line* and found it 496 fath^{s}. long and 130 broad. It is a *dangerous Shoal* as it lays in the way from BRAZIL to EUROPE; It is in 3° 47′ S.

Alſo SSW from FERNANDO NORONHA in 4° ¾ S 52 leagues from the *Main* of BRAZIL it is ſaid there is a *Shoal*.

Ship EARL *of* ELGIN, Capt. *Arthur Evans*, *July* 1761. ROCAS.

13th. Saw FERNANDO NORONHA; allowed IT to lye in 3° 50′ S, Long. 31° 16′ W.

19th. Had *ſoundings* on the *Bank* off CAPE ST. ROQUO.

23d. At 7 AM	Saw *Breakers* from Maſthead		SbE diſt. about	5 miles
8	The *Iſland* ROCAS bore		SbE	4
Noon	Extr D°	E½N to E½S	47 0	
Lat. O. 3° 50′ S	Long. 28° 49′ W		Var. Mn. 2 Amp.	27′ * E
			Mn. 2 Az.	35′ * E

§ This ſhews that the *New Edition* of 1762, is copied from the *antient* without attention to the change of circumſtances, for the Portugueſe are now there and have been for almoſt Half a Century.

‡ *Rabos forcados* ou *Rabos de junco*.

‖ In *Swithin's* PLAN of this ISLAND, at the *India-Houſe*, he marks this *Reef*, he lays it down about 3 miles *off ſhoar*, with 10 to 15 faths. between *It* and the ISLAND. He ſays the *Sea always breaks* upon IT, and that the PYRAMID is *ſhut in* with the *higheſt Hill* when upon the Rocks.

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The *Iſland* or more properly the *Shoal* of Rocas cannot be ſeen in the cleareſt weather above 3 leagues from maſthead. *It* ſeems a *Bank* of *Sand* ſurrounded with *rocks*; at the NE *End* of them there is a pretty *high Rock*, We obſerved the *Sea* to *break* exceſſive high all round.

Mr. *Cook's* Journal ſays

" At Noon The Extremes of the *Iſland* Rocas E½N " to E¼S diſt. about 4'.

" This Island is very *low*, and not to be ſeen 3 " leagues off, There are very high *Breakers* running " out *above a league* from the *N*°. and *S*°. *Ends*, and a " very large *ſurf* aſhoar which breaks very high, Could " ſee from maſt head the Sea break to windward of the " *Iſland*; There ſeems to be *no trees* on It and but 2 or " 3 large *dry Rocks* on which I imagine the *Birds* rooſt, " for there are vaſt numbers about the Ship. There is " likewiſe a large *Sandy Beach* and which I take to be " the only place the Sea does not *break* out, except the " *Rocks* mentioned before; from one extreme End to the " other I take it to be about 3 leag. diſtance, It is very " narrow and terminates in a *Point* of *Breakers* at each " end, viz. the N°. and S°.

" By a good obſervation this day at Noon I make the " *Iſland* Rocas to lye in Lat. 3°. 50' S, I make it by our " account 2°. 12' E from Fernando Noronha, whereas " in the *Charts* it is laid down 2°. 30' W, ſo that we " muſt have had a very ſtrong *Weſterly Current*

" When Rocas bore - NWbW 5or 6' $\frac{\cdot}{135}$"

Fernando Noronha. Capt. *Cook* in his 2d. Voyage round the World went to Fernando Noronha†.

From Ascension, thither the Variation in June 1775 gradually decreaſed from 11°. W *off* Ascension to 1°. W *off* Fernando Noronha the laſt being the Mean Reſult of two Compaſſes, [1°. 37' and 0°. 23' W.]

† Vol. II. P. 277.

" On

" On the 9th *June* We made the ISLAND SWbW½W " 6 or 7 leagues diſtant; IT appeared in *detached* and " *peaked Hills*, the *largeſt* of which looked like a *Church* " *Tower* or *Steeple.*

" Drawing near the SE part of the ISLAND, we " perceived ſeveral *unconnected ſunken Rocks* lying near " a league from the ſhoar, on which the Sea broke in a " great Surf.

" After ſtanding very near theſe *Rocks* we bore up " round the *N.° End* of the ISLAND, or rather round a " *group* of little *Iſlots*, for we could ſee that the Land " was divided by narrow channels: There is a *ſtrong* " *Fort* on the *one* next the main ISLAND, where there " are *ſeveral others*, all of which ſeemed to have every " advantage that nature can give them, and they are " ſo diſpoſed as wholly to command all the *anchoring* " and *landing places* about the ISLAND.

" We continued to ſteer round the *Northern Point* " till the *ſandy Beaches* (before which is the ROAD for " ſhipping) were open to the *weſtward* of *that Point.*

" When the *Peaked Hill* or *Church Tower* bears " S 27.° W diſt. 4 or 5 miles, it leans or overhangs to the " *Eaſt:* This *Hill* is nearly in the middle of the ISLAND, " which no where exceeds two leagues in extent, and " ſhews a hilly unequal ſurface, moſtly covered with " wood and herbage.

" By reducing the obſerved Latitude at Noon to the " *Peaked Hill, Its* Latitude will be 3.° 53′ S and *Its* " Longitude by the Watch carried on from ST. HELENA " 32.° 34′ W‡."

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‡ According to *Mr. Wales Its* Latitude is 3.° 56′ 20″ S Long. 32.° 38′ W *Obſervat.* P. 270.

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ASCENSION.

Capt. *Dampier* whoſe Ship was loſt on this *Iſland* in February $170\frac{8}{1}$, ſays,

" On the 26th We, to our great comfort, found a " *Spring* of *freſh water*, about 8 miles from our *Tents*, " beyond a *very high Mountain*, which we muſt paſs " over: The next day I went up to ſee the *watering-* " *place*, accompanied with moſt of my officers, we lay " by the way all night, and next morning early got " thither, where we found a very *fine Spring* on the " *SE ſide* of the *High Mountain* about *half a mile* from " its top: but the continual Fogs make it ſo cold here, " that it is very unwholeſome being by the Water. " Near this Place are abundance of *Goats* and *Land-* " *Crabs*. About *two miles* SE from the *Spring*, we " found *three* or *four ſhrubby Trees*, upon one of which " was cut an ✠ and cable and the year 1642. About " half a furlong from theſe we found a convenient " place for ſheltering men in any weather: the *hollow* " *Rocks* affording convenient Lodging. The *Goats*, " *Land-Crabs*, *Man of War Birds* and *Boobies*, good " food; and the Air was here exceedingly wholeſome.

Capt. *Ekeberg*, whoſe *very curious Journal* of the *Gotha-Leon*, Capt. *Axboom*, in 1749, was communicated to me by Capt. *Chapman*, ſays

" ASCENSION lies in M. D. from *Lagullas*, 28° 5′ W. " M. D. from *St. Helena*, 8° W. I found the *South* " *end* to lye in 8° S and *Croſs Bay* in 7° 54′ S.

" One can ſee it in clear weather 10 or 12 leagues.

" One makes this ISLAND on the E ſide, ſailing " along ſhoar, when you are paſſed the *Northernmoſt*

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" *Point* ſteer away SW towards *Croſs Bay* * and ⊕ in " 16, 15, or 12 *ſand, near* the LAND, farther out is " *coral Ground*; you ought not to bring *Croſs M^n.* to the " *Southward* of SbE, or SSE, and not more *Eaſterly* " than SEbS.

" One generally moors with a ſmall ⊕ to the NW^d.

" Here one gets a *Multitude* of *Turtle*, particularly " in the *Engliſh Bay*, where you may eaſieſt get them " into your Boat, but in the other *Bays* it is very diffi- " cult to get them in ſometimes, on account of the " *high ſurf.*

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* Take care of a SUNKEN ROCK on which the *Egmont* ſtruck 8th July 1771.

The following Account I received from Capt. *Charles Meare*.

" On ſounding upon the ROCK I find it to be a very *ſmall ſpot.* On " the very *top* of *it*, I had ¼ leſs 3 fathom, on *one ſide* the Boat, and at " ſame time on the *other ſide* 13 fathom; near the *Bow* of the *Boat* was " ¼ 4 and 5 fathom, and between the *Boat* and the *Shoar*, being no " greater diſtance than 2 Cables-length, we had 13 fathom: Without the " ROCK was 13 fathom deepening very quick and ſoon loſing ſoundings " [another Account ſays " *two Boats-length without, no ground.*"]

" The *Shoal part* of the ROCK from ¼ leſs 3 to 5 fathom is not more " than 4 or 5 feet ſquare, and from THENCE, the *Croſs* on *Croſs-Hill* " bears, by Compaſs, SW½S as *it* appears *over* the *low Land.* This " ROCK lyes in the *Opening* of the *ſecond Sandy Bay* from the ⊕ Place " under *Croſs Hill.*

" N. B. The Boat lay, at the time of ſounding, with her broadſide to " the Coaſt."

This ROCK is marked in M. *Boſset's Plan*; I have not marked IT in the *Plate* of ASCENSION as Capt. *Meare's Bearings* (allowing the *Variation* about 1 *Point*) would place it to the *Eaſtward* of the *North Point*, whereas he deſcribes IT to be to the *Weſtward*, as it is laid down in *Boſset's Plan*; which *Plan* however does not agree preciſely with Capt. *Ekebery's*. (A)

" Towards

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" Towards the *higheſt Mountain* grows a good deal of " *Purcelane*, near to which there is 3 or 4 ſmall *Springs* " of *Freſh-water*, where many *Birds* and *Goats* reſort; " for the reſt the ISLAND is covered with ſharp ſtones, " like cinders of a Smith's furnace, conſequently makes " the way very troubleſome; the beſt place to land is " behind that *little rock* WSW from the Ship, or in a " ſmall Bay ENE from the Ship.

" According to my Judgment this ISLAND muſt be " 10 or 12 miles long: Var. 7° to 8° W."

DESCRIPTION of ASCENSION by Captain *Charles Chapman*

This ISLAND is about the ſame height as St. HELENA, and half as big.

The Latitude of it is 8° S. Var. in 1758, 7° 20′ W

When one ſeeks the *Road*, which lays on the *NW ſide* of the ISLAND, one keeps along ſhoar, which is nothing but ſteep rocks, and here and there ſmall *Sand Bays*.

When you come near a *low rocky Point* you get ſight of *Croſs Bay*, which is about half an *Engliſh* mile deep, where you will ſee a low *ſandy Strand*, laying between two rocks, and about an *Engliſh* mile long; right in, over this *Bay* lyes a *high Peak*, like a *Sugar loaf*, upon which ſtands a *Croſs*, which *Peak* you bring SbE or SSE, then you have the *SW Point* SSW, and the *NEaſtmoſt* NEbE, then one can ⚓ in 12 and 16 fathom *ſand* and *coral*, mooring with a ſmall ⚓ towards the Sea, laying about 2 Cables length from the *ſandy Strand*. The *Weſtmoſt Point* of this *Bay* is dangerous, becauſe a *reef* ſtretches out from thence to Sea; upon which it ſometimes does *not break*.

The

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The *beſt Landing-Place*, I have found on the *W end* of the *Bay*, behind a *ſmall Rock* which ſtands by itſelf.

When you deſign to gather *Purcelane* you muſt take off towards your left hand, along the *Mountain* two *Engliſh* Miles, to the higheſt *Mountain* of the ISLAND, where you will find plenty in the Months of May, June, and July.

Here are ſome *Goats*, but hard to come at; but the chief refreſhment is the *Turtle*, which come aſhore moſtly in April, May, and June.

The beſt *Place* to ⊕ is when *Croſs Mountain* bears SSE¼E
The *Weſtern Point* of *Land* - - - - - SEbS½S
The *Eaſternmoſt* - - - - - - - NE½N diſt.
right in ſhoar one *Engliſh* mile.
Had 10 fathom *blueiſh Sand.*

An ACCOUNT of ASCENSION by Captain *Martin Waghorn*, 1769.

The *Iſland* of ASCENSION lyes in Latitude 7°.58′ or 8° S Lat. and in Long. 13° 44′ W of *London* (by the Medium of two runs) allowing St. HELENA according to Mr. *Maſkelyne*'s Obſervation in Long. 5° 49′ W. He, by calculation makes ASCENSION in 13°.54′ W, from St. HELENA 8° 5′ W, which, in a ſhort run, is about the Longitude a Ship will make, but if a long run, as we now have had, the current has longer time to ſet you to the Weſtward, conſequently you will not make ſo much Longitude.

This ISLAND is *about* the *ſize* or *rather larger* than St. HELENA, entirely barren, not the leaſt Verdure on it; there is a few ſtragling tufts of *Purcelane* on which the *Goats* which are on it feed; it is ſaid there is a *Spring* of *water* at the *foot* of the *high hills* in the *middle* of the ISLAND but we could not find it.

The

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The whole ISLAND is a *Rock*, greateſt part light and porous as a cinder, and the duſt like aſhes, as if occaſioned by a *Volcano*; never ſure was an *Iſland* ſo horrible.

The ⊕ Place is on the NW ſide, in a *ſmall ſandy bay*, the *mark* for which is a *remarkable hill* with a *flag-ſtaff* and *croſs* on IT from which it has the name of CROSS HILL; bring CROSS HILL to bear SSE¼E or ½E it will be in the *middle* of the *Bay*, and the *Extremes* of the ISLAND from NE½E or NEbE to SWbS, or SW½S, in 10 or 15 fathom from ½ a mile to ¾ of a mile off the *ſandy beach*.

There is abundance of *good fiſh* to be taken with the hook, and *Turtle* of 4, 5, and 600 weight, very fine. The *French Ships* on their return from INDIA all of them touch here, we found a bottle with Letters from different Ships to others expected, giving an account of the *numbers* of *Turtle* taken by each of them, and find that in the *Month* of *April* the *greateſt numbers are taken:* three of theſe Ships turned one 56, one 70, and the other 80 *Turtle* in *two nights time* (the Ships were not there at the ſame time but all in the month of April) few of them go away with leſs than 20; we turned 23 in two nights in *different Bays*, in all probability we ſhould have had more but we diſturbed them too much by trying to *peg* them in the day-time; People ſhould not go on ſhore till Evening ſo as to get to the different *bays* about Sunſet; keep out of ſight and be very quiet, then will the *Turtle* go well up to their holes, where they may be turned at a ſufficient diſtance from the *beach*, without diſturbing others that are coming on ſhoar. The beſt landing place here is to the *Weſtward* of a *Rock* on the *Weſt ſide* of the *Bay*.

TRISTAN DA CUNHA. The Engliſh Pilot for the *Oriental Navigation*, commonly called *The Wagoner*, ſays,

" TRISTAN DA CUNHA lyes in the Latitude of 37°7′S " Longitude from the LIZARD about 10° 30′ W. This " *Iſland* is ſteep to, about half a mile from the Shoar 13 " and 14 faths. and ſo decreaſing gradually to 3 faths. cloſe

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" to the Shoar; there is no *Shoal* nor *broken ground* lying " off it, except a ſmall matter off the *Points*. It is very " difficult getting aſhore here with a Boat in ſome Places, " for near to the Shoar there is large bodied trees growing " under water, the tops of which lye almoſt even with " the ſurface, ſo that in going aſhoar you are forced to row " in and out amongſt the Boughs. About a ſmall Bow- " ſhot from the Shoar ſide there is *freſh water* to be had, " but the way is very ſtoney, ſo that you cannot well get " it on board without rowling on boards or handing it. " There you will find abundance of *Seals*, ſome of them " being as big as *Elephants*, which you may cut down " with an axe, for they will not reſiſt you. Here is " *abundance* of *driſt wood:* and ſeveral ſmall *ſprings* " amongſt the *Rocks:* In ſome Places *there is going aſhore.** " Here is neither *Goats* nor *Hogs*, nor, by report, no other " Creature but theſe *Seals*, except a ſtrange ſort of a *Bird* " which goes upright.

" *Note*, That *three quarters* of a *mile* off this *Iſland* " there is *no ground* with 100 fathoms line§."

An Account of TRISTAN da CUNHA by Capt. *Francis Cheyne.*

" The *Pilot Book* gives an account of but *one*, and that " there is no danger round it except a ſmall matter off " the Points, but as I paſſed it to the Southward I ob- " ſerved a *low Point* run out from the NW part of the " *Iſland* and from that a great *long Ledge* of *Rocks* out " into the Sea with very *high Breakers*, I obſerved no

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* In the latter Editions " You may eaſily land."

§ Burgomaſter *Witſen* informs us that *Vlaming* viſited theſe *Iſlands* in 1697 that " he found nothing there but many *whales*, *ſeals*, and *fiſh* in great " abundance, and *Birds* innumerable, ſo tame that they let you catch " them by hand, as *Penguins*, *Sea Gulls*, &c. Theſe ISLANDS produ- " ced *Trees* and *Herbs* unknown to them and conſiſt of *Three* ISLANDS, " of which the *largeſt* was covered with *Snow*, and the *leaſt* is a parcel of " broken rocks, looking like the Fragments of a ruined Caſtle. They " *all* yield *water* for drink and are fit to be viſited in Summer, for in a " ſhort time you may procure *water*, *fiſh* and *birds* in plenty, and, in caſe " of neceſſity, *Fuel:* though the landing is *good* but in *few Places*, occa- " ſioned by the *ſteep Coaſt* and the *great Surf* along it. Likewiſe every " where thereabout no ⚓ and the Cables were greatly damaged."

" danger

" danger but near the ſhoar any where elſe, The *other*
" *Iſlands* bear from THIS as follow

The *Weſtmoſt* - - - - -	SWbW	6 or 7 leagues.
The *S°moſt* - - - - -	SSW½W	6 or 7 leagues.

" Theſe *three biggeſt* form a *Triangle*;

The *Southmoſt* bears from the *Weſtmoſt* SEbE¼E 4 or 5 leagues.

" The 4*th* is very ſmall, nothing but a *Rock*, and near
" the *S°moſt*.

" The *largeſt* conſiſts chiefly of *one very high Mountain*,
" full of wood, and is bigger than ST. HELENA conſidera-
" bly, the Southmoſt part of IT ſeems cleareſt and a little
" level Land, The SW part appeared to me to be a bold
" rocky ſhoar, but not ſteep on the Land cloſe to the Sea,
" but a gradual aſcent, with ſeveral ſingle rocks ſtanding
" on the Beach.

" The *Weſtmoſt Iſland* about ⅓ as big as ST. HELENA
" and not very unlike the outſide appearance, but I
" believe more inacceſſible, I ſaw ſome ſmall wood
" on the SE part, but I believe it does not abound with
" it, there is a ſmall *ledge* of *Rocks* runs out from the NW
" *Point* in towards the Sea. The *Southmoſt Iſland* is a
" meer *Rock* without ſhrub or tree as I could diſcern with
" my glaſs about half as big as the *Weſtmoſt Iſland*.

Obſervations made on the *Iſlands* TRISTAN da CUNHA by the *Sieur Donat* on board the *Packet* L'HEURE DU BERGER on the paſſage to MAURITIUS in September 1767.

" In coming from the *Weſtward*, coaſted the *Weſt ſide*
" of INACCESSIBLE *Iſland* along which ſaw no danger:
" At the *S°. extremity* of *this Iſland* obſerved a *little Iſlot*:
" After quitting this *Iſland*, at which did not obſerve any
" proper place for landing; ſtood for NIGHTINGALE
" *Iſland*, as it is named by the *Dutch*, which has ſeveral
" *little Iſlots* on the *N°. ſide*.

" 10th Sept. At 5 PM The Packet ⊣⊢ 36 *grey ſand*
" and *ſhells*; during the 36 hours the Veſſel lay here could
" not find any proper place for *watering*. The *Plan* does

" not

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" not mark the S.° and *SE* parts of the ISLAND, not having " approached very near, but it is conjectured to form a " *Triangle* nearly; obſerved the Latitude at ⊕ 37.° 24′ S " Long. A 15.° 38′ W from *Paris* = 13.° 17′ W from " *Greenwich.*

" The 12th Sept. Sailed for the *largeſt* ISLAND, which " is the *higheſt*, and of which the *Top* of the *Mountain* " then appeared, covered with *Snow.*

" On the N.° ſide of the *large* ISLAND a *rivulet* was " ſeen, cloſe to the ſhoar, and having ſent to ſound, ⊕ " oppoſite to it in 36, *coarſe grey ſand* and *ſmall ſtones*, the " Boat that had been ſent to examine the *Watering place*, " reported that a Long-boat might eaſily approach the " *rivulet*; but after ⊕, having ſent the Boat to the ſhoar, " it was found the water had fallen 5 Feet, and ſeveral " Rocks appeared, which prevented their reaching the " ſhoar. When the Water roſe the two Boats were diſ- " patched, and from Midnight to 6 AM they got 30 " Caſks of water; about a Muſquet ſhot to the *Eaſtward* " of the *Rivulet* were two ſmall *freſh Water Lakes*, ap- " parently formed by the melting of the *Snow.*

" There is plenty of Shrubs of 8 or 9 feet high on the " *Mountains* as well as on the *Hills*, and about the thick- " neſs of a man's thigh, but it is very difficult to penetrate " the Country on account of the creepers* and ruſhes.

" The *Penguins* ſeem to make their *Neſts*† in the *Moun-* " *tains* as well as ſome Birds like Magpies‡.

" Here alſo were ſeen many *Seals* and *Sea Lyons*, of " two kinds, *one* like *Seals*, the *other* ſuch as *Admiral* " *Anſon* found at JUAN FERNANDES.

" Here were caught plenty of *Fiſh* very like *Cod*, but " flatter and broader in proportion to the length, the " largeſt weighed from 10 to 12lb when taken out of the " water, the Fleſh is ſhorter and drier than Cod."

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* Liannes & roſeaux.

† couvées.

‡ margaux.

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An Account of a VOYAGE to examine the ARCHES of ADAM's BRIDGE by *William Stevens*.

13th February 1765 I sailed from FORT ST. GEORGE in the Evening and arrived the 19th at TONDY.

The 23d February in the Morning I sailed from TONDY and in the Evening ⊕ between the *Island* RAMISSERAM and the MAIN, about half a Mile from the Shore in 3½ fath. sandy bottom; not chusing to venture farther with the *Vessel*, I went with two *Toney Boats*, which I carried from CUDDALORE, to examine the *Passage* between *Point* RAMEN and PAUMANCOTAH; a *small Fort* on the *Island* RAMISSERAM which the *Dutch* formerly took from the *Great* MARRAVAR but abandoned it 9 Months after. Acrofs this *Paſſage*, from a *Tuft* of *Trees* on *Point* RAMEN to the FORT, is about 1½ Sea Mile, and there is a *ridge* of *dry Rocks*; which continue in a regular Line like the *Piers* of a *Bridge*, to within a Quarter of a Mile of the FORT, where there is an *interval* and *Channel* of about 100 *Feet broad*, and then the *Rocks* continue as before to the *beach* of the ISLAND.

In this *Paſſage* I found at *high Water* about 5 Feet, and at *low Water* not quite 3 feet, but a *Current* thro' it to the *Southward* of 3 or 4 Knots which, in the *SWeſterly Monſoon*, I imagine runs equally ſtrong to the *Northward*. The *Bottom* of this *Channel*, which continues ſhallow about 300 Yards, appears to be a *ſolid Rock*; and undoubtedly *that Rock* has prevented the *Current* from working a *deeper Channel*. By information from the Country People I learnt that in the Months of November, December and part of January, the Water is about 4 Feet *higher* in the *Channel* than it is at any other time of the Year, which I impute to the quantity of Water forced in from the BAY, by the *North-Eaſt Mon-*

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ſoon between the *Iſland* CEYLON and *Point* CALIMERE, which cannot eaſily paſs the *Channel* into the *Gulph* of MANAR: The ſame moſt probably happens in the *Paſſage* between the *Iſland* MANAR and CEYLON during the *South-Weſt Monſoon.*

On the *North ſide*, at the diſtance of a ¼ of a Mile before you come to the *dry Rocks*, there are *Coral Rocks* in 1 fathom, and many *large Stones*, on which there is only *three Feet Water*, but as ſoon as you get clear of the *dry Rocks* in the *Channel* to the *South*, the Water deepens ſuddenly to 3 and 3½ fathom, with a fine *ſandy Bottom*; ſo that if after paſſing a *narrow Bank* which runs from *Point* RAMEN to an *Iſland* called PERIALUNGA, Care is taken to avoid a *dry Sand*, noted in the *Plan*, there appears nothing to interrupt an eaſy Navigation to *Cape* COMORIN.

Having examined thus far in the *Boats*, I perceived that it would not be practicable to get the *Country Veſſel* through the *Channel*, without taking out her Maſt and every Thing on Board, and conſequently that the Navigation was not practicable by any *Boats above* 20 *Tons*, and even ſuch are obliged to take out part of their lading at A in the *Plan*, and, after paſſing the *ſhallow part* of the *Channel*, take it in again at B. This I was a Witneſs of, by ſome Boats coming from the *Northward* with *Paddy*, and, by the beſt information I could procure, there paſs from 170 to 200 every Year from the *Northward* to the *Southward* which pay 3 Rupees ℔ Boat for unloading half their cargo, 12 Rupees for the Veſſel and 5 ℔ Cent. on the value of the goods and the ſame for repaſſing, beſides paying 45 Fanams, of which 27 accounted to the Pagoda, for a *Paſs* taken of the *Dutch Reſident* at KILCARE, which is delivered to a Guard of 20 Peons kept by the *Dutch* at PAUMANCOTAH; the *Great Maravar* rents out the aforeſaid duties of 12 Rupees, 3 Rupees and 5 ℔ Cent. for about 15000 Rupees ℔ Year.

Being diſappointed of a convenient *Channel* between *point* RAMEN and RAMISSERAM I ſhould have proceeded to

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to examine the *three Channels* which are marked to run through the *Bank* of *Sand* called ADAMS BRIDGE, but the Veſſel I had not being able to ſtem the Current or Work ſufficiently to Windward, I found further ſearch to the *Eaſtward* impracticable, nor do I believe an examination would have been productive of any uſeful diſcoveries, becauſe I was informed none of the *Channels* had ever above 4 feet water at the higheſt Flood, and that no Boats ever paſſed through, which I am inclinable to believe, for I ſaw a Boat from JAFNAPATNAM paſs at PAUMANCOTAH, and was told that they uſed no other Track between JAFNAPATNAM or NEGAPATNAM and the *Dutch Settlements* in the MARAWAR or TINNEVELLY *Country*.

At the *three Iſlands*, *South* of the *Channel*, and on each ſide of *point* RAMEN, the *Great Marawar* collects a conſiderable quantity of Chay Root for Dyes annually, and ſends it to NEGAPATNAM and MADRAS. The *Dutch* I was informed collect no Cloth at KILCARE, but 40 or 50,000 pieces of a kind of Sail Cloth or *Dungaree* of 12 Covids long and one broad; at TUTACORIN and *other places* in the TINNEVELLE *Country* I was told they got *Selempores* of 36 Covids long and 2¼ broad to the number of 200,000 Pieces at 27½ Pagodas the *fineſt*, 25 Pag^{s}. the *middling*, 22½ Pag^{s}. ℔ᵉ Corge the *ordinary*, but I am apt to believe the quantity is exaggerated.

Though the *Paſſage* near PAUMANCOTAH will not anſwer the purpoſes of a free and eaſy navigation between the CHOROMANDEL COAST and *that* of MALABAR, or from MADRAS to PUNECOIL or COILPATNAM in the TINNEVELLY *Country*, yet *flat bottom boats* of 10 or 15 tons, or even more, may eaſily paſs to and fro, as the Monſoon favours, and Troops or Goods may with little expence be tranſported from MADRAS to the TINNEVELLY *Country* or from *thence* back to the COAST.

From *Point* RAMEN I ſailed to DEVYPATNAM, ſounding along the *Coaſt*, and from thence to TONDY where I took on board 3000 24lb ſhot and ſailing the 19th March

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I attempted to ſtretch over with a Southerly wind to CEYLON; thinking the Veſſel being deep in the water would work over to the ISLAND, but the utmoſt I could do was to get ſight of the *Northernmoſt end* of IT; from whence I took my departure and returned hither the 23d.

B L

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Bearings for the Draught of the SAMBEELAN *Islands.*

Under Sail February 1763. AM.

Round I. and *Tuft* I.	N31° 0'W
L Ext. *South* I. and the *Great Rock*	W30. 0N
R Ext. 2d I. and L Ext. *Water I.*	N16. 0W
Tuft I. and L Ext. 2d I.	W35. 0N
R Ext. S° *Sambeelan* and *Great Rock*	12.30
Round I, and *Little Rock*	32.30
R Ext. 2d I. and L Ext. 3d I.	25. 0
L Ext. 2d I. and *Round I.*	23.30
L Ext. 2d I. and *Great Rock*	3.30
R Ext. S° I. and L Ext. 2d I.	W11.30S
R Ext. 2d I. and *Great Rock*	W20.30N
R Ext. 3d I. and *Little Rock*	11. 0
L Ext. 2d I. and L Ext. of S° I.	W36.30S
R Ext. 2d I. and *Round* I.	3. 0
L Ext. 3d I. and *Round* I.	8. 0
R Ext. S° I. and R Ext. 2d I.	38. 0
R Ext. S° I. and L Ext. 3d I.	40. 0
Little Rock and L Ext. *Water* I.	3.30
R Ext. 3d I. and *Tuft* I,	32. 0

At ⊕ in 35 Fathom P.M.

L Ext. 2d *Sambeelan*	S30.30W
R Ext. of D°	W43. 0S
L Ext. 3d *Sambeelan*	41.30
R Ext. of D°	26. 0
Great Rocks	20.30
L Ext. *Water Sambeelan*	5.30
Hummock on *D°* (k)	W39.30N
Rough I. L Ext.	N36. 0W
Rough I. R Ext.	31.30
DINDING L Ext.	11.30
DINDING R Ext.	N 4. 0E
High Peak of PERACH	5. 0
1ſt *Hummock*	19. 0
2d *D°*	22. 0
Hummock of *Water I.* and L Ext. *Rough I*	N30. 0W

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At ⊕ 25 Fathom.

L Ext. S^{o} *Sambeelan*	W31· oS
R Ext. D^{o} and L Ext. 2d I.	11·30
L Ext. *Water* I.	N26· oW
Hummock of D^{o}	1·30
1ſt *Hummock* I.	N20· oE
2d D^{o}	22·30
The 2 *Hummocks* in *one*	32· o
R Ext *Water* I. and *Great Rock*	W39· oS
L Ext. *Water* I. and L Ext. 2d I.	S 9· oW
R Ext. *Water* I. and *Tuft* I.	21· o
D^{o} and R Ext. S^{o} I.	20· o
D^{o} and L Ext. D^{o}	11·30
L Ext. *Rough* I. and *Little Rock*	42· o
D^{o} and *Great Rock*	35· o
R Extr. *Rough* I. and *Great Rock*	29· o

Station Under Sail.

24 fath.	*Great Rock*	S20· oW
	Hummock of *Water* I.	S10·30E
	1ſt *Hummock* I.	42·30
	A *Rock*	45· o
	Another *Rock*	49·30
	2d *Hummock* I.	55· o

(Station 2d)

Peak of the *Water* I.	South
Middle of S^{o} I.	S 4· oW
Eaſtmoſt of the 2d *Hummock* I.	S27· oE
N^{o} *Extreme* DINDING	North
South D^{o}	E45·30N

BL

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